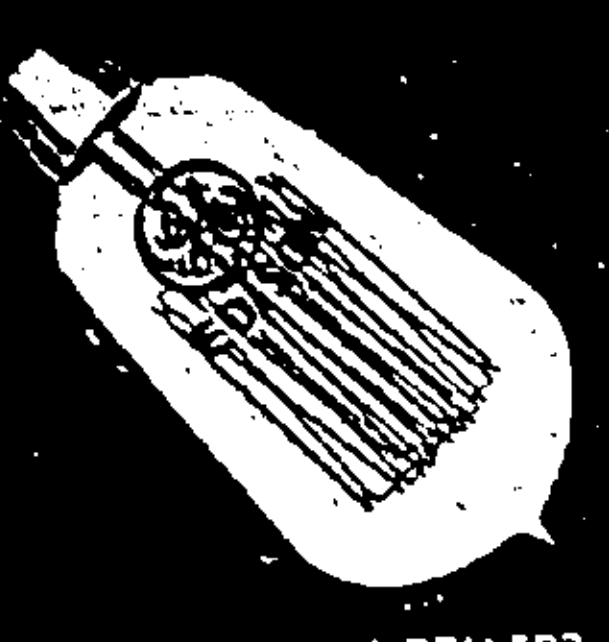


EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph.

(ESTABLISHED 1881.)

69017 五拜禮號式十月十亥港香 FRIDAY, DECEMBER 12, 1919.

日發廿月十

SINGLE COPY: 10 CTS.
\$36 PER ANNUM.

United States

60



Are Good Tires

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)
STABILISING AMERICAN EXCHANGE.

IMPORTANT FAR EASTERN DEVELOPMENTS.

Shanghai, December 11.
Three American Exchange Banks in China have concluded an arrangement with the U. S. Treasury to stabilise the U. S. dollar exchange in the Orient. The Treasury will stop selling silver dollars to other banks. A contract has been closed for the purchase of twenty millions of silver dollars at 135 per ounce, laid down at Shanghai. Further amounts may be melted. The Banks are acting on a commission basis. The announcement has weakened the forward market.

A SHANGHAI SUICIDE.

Shanghai, December 11.
M. Platon Cavada, a Greek coffee importer, has committed suicide in his bedroom at his residence. He shot himself in the mouth with an automatic. He had engaged a passage in the S.S. Sphinx, but later cancelled it. It is believed he was insane.

TRADING WITH THE ENEMY.

Shanghai, December 11.
Henry Lester was fined £20 and costs, under the Enemy Trading Act, in the British Court this morning. The charge was based on a mortgage with Carlowitz and Company on September 21, 1918.

SHANGHAI'S AMERICAN SCHOOL.

Shanghai, December 11.
The American School campaign now reaches a total of \$100,000 (gold).

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)
THE AUSTRALIAN FLIGHT.

Singapore, December 11.
The Asiatic Petroleum Company received a wire late last night announcing that Captain Ross Smith and his men arrived in Australia between one and two o'clock on Wednesday and have thus won the big prize with a day to spare.

CHINESE REPRESENTATION AT PENANG.

Singapore, December 11.
Penang Chinese are petitioning the Government for a Chinese representative on the Legislative Council.

TO-DAY'S CHINESE TELEGRAMS.

THE FOOCHOW INCIDENT.

Shanghai, December 11.
A Special Commissioner has been despatched by the Foreign Department in Tokyo to investigate the Foochow incident. Therefore nothing can be arranged between the Foreign Ministry and the Japanese Legation before his arrival.
Lau Kan-yun, the newly-appointed Minister to Tokyo, on the eve of his leaving for Japan has been advised by the President as to how to handle the Foochow incident.

THE BOYCOTT.

Shanghai, December 11.
All merchants in Peking have sworn on oath in the Chamber of Commerce, on the 9th inst., declaring that they will not import any more Japanese goods and will wire to Osaka to stay the execution of orders.

"RUN" ON JAPANESE BANK.

Shanghai, December 11.
There was a "run" on the Japanese Bank on the 8th and 9th inst., in Peking, but no disorders occurred.

DAY BY DAY.

Twenty-two subscription Grifins arrived here by the S.S. Shantung, and are to be drawn for to-day at the Hongkong Jockey Club Stables at 3 o'clock.

The Lloyd Treteno steamer, "Nippon" which has arrived here, carries 1,035 Italian soldiers. They are from the Italian Army in Siberia and are returning to Italy.

Mr. Leo Allen Bergholz, who has been United States Consul-General to Canton, is at present in Hongkong with his mother, on his way from Seoul to Canton.

Fourteen *poilus* formerly attached to the Aviation and Tanks Corps of the French Army of Operations have arrived in the Colony by the M. M. Sphinx on their way to France to be demobilized. The Sphinx will leave with them to-morrow morning for Marseilles.

Among those who travel by the Sphinx, which sails to-morrow morning for Marseilles, are eighty Jugo-Slav sailors who boarded the vessel at Kobe and Yokohama. A further batch of 157 students also sailed by the steamer. All of these are Chinese, except two who are Koreans. Their destination is Marseilles.

An interesting visitor to the Colony is Captain Yamamoto who has just returned from Europe where he took an important part in the Peace deliberations as one of Japan's representatives. His special mission was to Rome where, as Japan's Envoy, he conferred with the Pope on the question of the exclusion of German Catholic missionaries from those Islands in the South Seas over which Japan has acquired an influence as the result of operations during the late war. Capt. Yamamoto left to-day by the Inaba Maru for Japan.

KOWLOON NOTES.

(By "THE FERRYMAN.")

The social evening which took place at the Kowloon British School on Friday last was a tremendous success. The joy of the little ones was unbounded, and this in itself must have been quite sufficient reward for those who had taken so much pains to arrange all the details. Some really striking costumes were seen in the Fancy Dress Parade, a photographic group of which will appear in to-morrow's Telegraph.

The concert, too, was all that could be wished. Apart from the singing of Mrs. Brown, which was a pleasant surprise to most, the items contributed by the scholars were splendidly done. Their dancing, especially, reflected great credit on their training.

I suppose this column would be somewhat incomplete if it did not contain a little "gossip." So let me say that the authorities intend making the steps just outside Kowloon Ferry pier a little more presentable. The long stretch of unsightly boarding which for years disfigured the approach to Ferry has been removed, but there is still a part of the road enclosed in this manner.

Maybe the Military people have not finished their work yet, but in any event it cannot be such a secret as some would have us believe, for anyone can look through the open doorway or over the dilapidated hoarding and see what's going on. When are we going to have this obstruction removed? And what about the old ricksha shelter near by, which is rotting to pieces? It's time somebody got busy on these eyesores.

I said something the other day about the huge number of dogs in Kowloon and of the annoyance which they cause to residents. A friend, in talking the matter over with me, said quite truly that the annoyance would not be so great if owners of dogs exercised some control over their pets. As he says, many people allow their dogs to roam about all night long, and even if they keep them at home they do not seem in the least concerned if they make night hideous with their yelping and barking. How they manage to sleep is a mystery. Their neighbours cannot usually contrive to do so.

I hear that the Rev. Mr. Lindsay, the new Chaplain of St. Andrew's Church, may be expected before Christmas, and that arrangements are being made to give him a hearty welcome. The Church has long been without a regular incumbent. Mr. Lindsay will be warmly received. He will have as important work before him in this growing community.

Kowloon people are still waiting to hear when the Government proposes to begin taking some definite steps to cope with the housing question and to provide the peninsula with its much-needed hospital. Surely, time enough has already been spent in considering matters. If we go on at this rate, these problems will still remain unsolved long after most of us have either left the Colony or departed from this life.

One cannot help thinking what a pity it is that that fine stretch of land occupied by Indian barracks on Nathan Road, a big part of which is reserved as a parade ground, is not available for the erection of houses. It would make an absolutely ideal site. The centre of a populous locality is no place for barracks, anyhow.

If this ground could be vacated by the Military and utilised for the benefit of the public, that would be one step towards solving the housing question. And, incidentally, the little Military Hospital there, might easily be converted into a Cottage Hospital such as Kowloon so badly needs. I wonder if the Colonial Government could put this matter through?

END OF THE WORLD.

HONGKONG OBSERVATORY DIRECTOR'S VIEWS.

A subject of discussion with the local Chinese at the present moment is the dreaded collision which it is prophesied will shortly take place between a planet and the sun. The Chinese papers in airing their opinions on the matter, have drawn up gloomy conjectures which have greatly alarmed their readers concerning their safety in the event of the occurrence of the phenomenon, and as a result an unusually large quantity of joss-sticks and paper is being offered to the supernatural powers to avert the catastrophe.

Many persons have doubtless read the sermon which the Rev. J. Kirk Macdonald delivered on the subject, in which he discounted the idea that any disaster would occur, but said that the different planets in their revolutions round the sun would on that day come in a straight line with it. What ever doubts may rest in the minds of our readers in this matter, we are able to set at rest, for we have secured the valued opinion of the Director of the Royal Observatory, Mr. T. F. Claxton, who has furnished us with an interesting diagram which shows the positions of the planets on the morning of the 18th instant.

As is generally known, the planets, on account of their varying distances from the sun, take different periods to complete their revolutions round it. Mercury, which is nearest the sun, takes 88 days to travel round the sun. The periods taken by the other planets are: Venus, 224 days; the Earth, 365 days; Mars, 687 days; Jupiter, 4,333 days; Saturn, 10,750 days; Uranus, 30,687 days; and Neptune, 60,126 days.

Mr. Claxton says the so-called "phenomenon" which now causes such a stir, amounts to nothing more than the planets coming into line at 2 a.m. on the 18th instant (Hongkong time) in the natural course of their revolution round the sun. That is all there is in it.

They will arrange themselves in a straight line to the westward of the sun, and will thus be seen before sunrise that day.

So we may assume that the end of the world is still far off, and having been thus in a position to set anxious minds at rest, we would venture to advise our Chinese friends not to worry about the probability of being cut off in the prime of their lives by the occurrence of such a dire catastrophe as some of them fear may take place.

MARRIAGE OF MISS DIONE MAY.

TO-MR. F. J. KINCHIN SMITH.

Hongkong residents will be interested to learn that the marriage took place at the church of St. Philip and St. James, Oxford, on October 24, of Mr. Francis John Kinchin Smith, eldest son of the Rev. J. Kinchin Smith and Mrs. Kinchin Smith, to Dione Jean Elizabeth, youngest daughter of Sir Henry and Lady May. The bridegroom's father performed the ceremony, and Sir Henry May gave away his daughter, who wore a white satin gown trimmed with orange blossom and white heather, a tulle veil held in place by silver ribbon, with bunches of white heather and orange blossom. The bouquet was composed of white carnations and white heather.

The bride was attended by her two sisters, the Misses Phoebe and Iris May, both of whom wore simple Saxe blue frocks and black hats trimmed with small bunches of pale yellow flowers, which were matched by their bouquets of pale yellow chrysanthemums.

Mr. Austin Kinchin Smith was best man to his brother, and among those present were: Lady May, Mrs. Kinchin Smith, Miss Mary Kinchin Smith, Major Philip de Fonblanque, D.S.O., and Mrs. Philip de Fonblanque, Mrs. Bernardstone, O.B.E., Miss May Dalton, Mr. R. Weaver (Wellow of Trinity) and Mrs. Weaver, Mr. and Mrs. Churchill, Miss Aileen Hastings, and Miss Bensted.

The bridegroom, it will be remembered, was a Lieutenant in the Shropshire Light Infantry which was stationed in Hongkong in 1915 and later became A. D. C. to Sir Henry May, with the rank of Captain.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Theatre Royal.—Boxing Tournament—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

MOTOR BANDITS.

TO-DAY'S PROCEEDINGS IN COURT.

The hearing of the motor bandits case was resumed before Mr. J. R. Wood at the Magistracy this morning.

Ng Li, an assistant, at a pawnshop at 59 Des Voeux Road, said on the day in question he was sitting at the end of the counter when he heard the report of firearms. A foki of the shop, by the name of Lo Chau, who stood near a cupboard, cried out that he had been wounded. Witness was frightened and hid himself and knew what happened immediately afterwards. He later helped to convey the wounded foki to the Hospital and afterwards saw his dead body.

Sergeant Field testified to the identification of the body of the dead man by the previous witness at the Victoria Mortuary on the following day, 27th November. The accountant of the money changer's shop said that the moneys recovered from the persons of the three accused amounted to \$5,700, which consisted of Hongkong, Annam and Singapore notes, and a certain quantity of small subsidiary coins.

The next witness was Kam Kwok, who had charge of the butcher's stall at one side of the money changer's shop. A number of men on the day in question entered the shop, and one of them drew a revolver. They paid no attention to witness and he slipped out of the shop by the back door. He then flew a whistle as he ran along the street and an Indian constable turned up. Witness then proceeded to hide himself behind some rickshaws whilst the firing of revolvers was in progress, in which the Indian constable participated from the street. Witness, after a while, went round to Des Voeux Road and saw the Indian exchanging shots with one of the robbers while the others ran along Des Voeux Road in a westerly direction and turned round on to the Praya.

He saw the Indian constable and his antagonist still firing at each other from either side of Des Voeux Road. The robber, who fired his revolver as he ran along, carried a rattan basket. Witness, in coming out on the Praya, saw a motor

TO-DAY'S EXCHANGE.
The closing rate of the dollar, on demand, to-day was 5s 9/4d.

THE WEATHER.

Forecast:—Fair. Barometer:—30.06. Temperature 2 p.m.:—66. Humidity 2 p.m.:—63.

car into which a man entered. There were other persons already in the car and the report of firearms started afresh as it moved off followed by the Indian constable who fired his revolver after it.

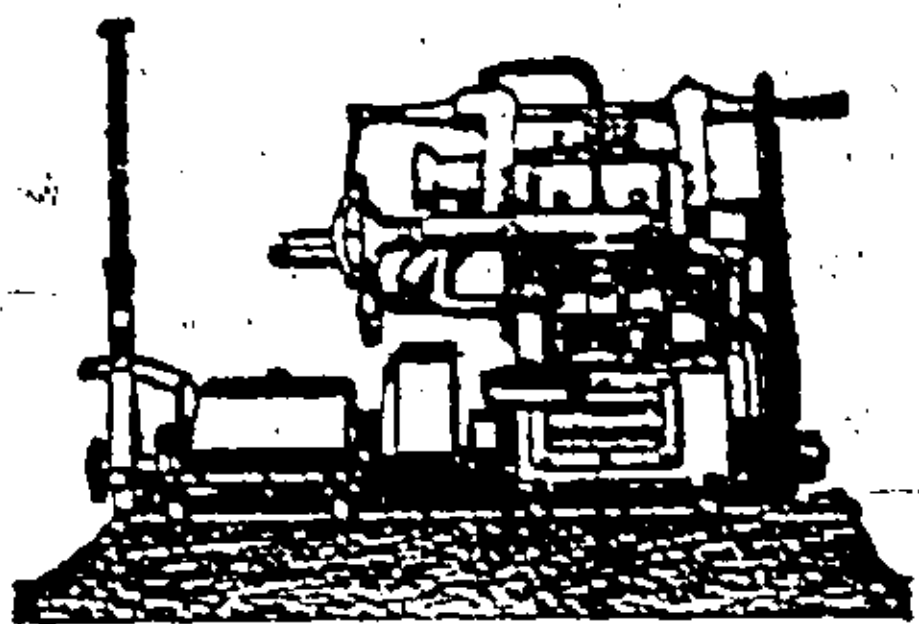
Tung on, motor car driver, employed at the Star Garage, deposed that on the 25th November at 1.15 p.m. he was ordered by a clerk employed at the Garage to take out Car No. 261. The men who ordered the car sat in it as he drove it to the given direction, Kennedy Town. The car, however, was not driven to that distance for when it was on the Praya, near the King Ning Wharf, the passenger told him to turn into a side-street. The car when it entered the street, pulled up at the side door of a certain house. The passenger got out, and went up the stairs. He returned an instant later and re-entered the car. The car was not started at once as the passenger told witness that he was waiting for some one who had gone to smoke opium. After a quarter of an hour's waiting, witness heard the sound of firearms and saw people running towards his car. He also saw several men armed with revolvers making for him and wanted to get out of the car and flee, but he was seized by the collar by his passenger and detained until the armed men had boarded the car after which the order was given to him to start the engine. He was forced by threats of being shot to obey and drove the car in the direction of Kennedy Town. When he got on to the Praya, he was ordered to stop the car in order that a man who had been left behind might get in. Witness was not sure how many men were in his car as he did not dare to look back as he was being covered with revolvers, but he believed that his car could hold at a pinch five men. Shots were fired when the car started in the side street and again when the car stopped on the Praya to enable the last man to get in.

At this stage, the hearing was adjourned until this afternoon, when it proceeded.



NO FOOL LIKE AN OLD FOOL.

NOTICE



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Oil Drilling Cables of any size up to 3,000 feet in length.
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SHEWAN TOMES & CO., General Managers.

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50% discount on LADY'S
SHOES only.

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PORTLAND CEMENT.
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General Managers.
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FAMOUS WAGERS.

STRANGE OLD-TIME CONTESTS.

The amazing sporting and
wagering proclivities of our
grandfathers were the other day re-
called by the sale in a London
auction room of a portrait and
other remarkable documents re-
lating to a very eccentric charac-
ter, known in the early years of
last century as the "Wandering
Piper."

This strange individual was the
son of Sir Joshua Stewart. After
fighting at Waterloo, he entered
into a wager of £5,000 with a
certain Count Bender, a school-
fellow in Scotland, that in order
to test the hospitality of various
countries, they should proceed in
disguise, the peer through Great
Britain and the Count fiddling his
way through France and Belgium.
The campaign was to have lasted
three years, but the Count gave
up the contest, having only col-
lected £340, as against the Scot-
tishman's £7,000 in England alone.

The closing years of the
eighteenth century and the early
years of the nineteenth were
notorious for the extraordinary
wagers indulged in by our sport-
ing forefathers. At certain famous
clubs every incident was made
the subject of a wager, and thou-
sands of pounds changed hands
over the veriest trifle. George
Selwyn, who knew something
about the business, used to
declare that there was nothing
in the heavens above or the earth
below, or in the waters under
the earth upon which these men
could not contrive to bet, and
this craze led many a noble
family to ruin.

Who, for instance, would now-
days bet anything between five
and a hundred guineas as to the
number of his friend's children
and the date of their arrival? Yet
there are literally hundreds of
those wagers solemnly recorded
in the Betting Book of White's
together with others dealing with
almost every conceivable subject.

One of the less common type
relates to a gentleman, presum-
ably embarrassed, concerning
whom a bet is recorded that he
"does not from necessity part
with his gold ice-pails before this
day twelve months." Another
concerns a certain baronet whose
financial circumstances formed
the subject of a wager between
Lord Alvanley and Sir Joseph
Copley. "If he is observed,"
so runs the Betting
Book, "to borrow small change
of the chairman or waiters Sir
Joseph is to be reckoned to lose."

Again the course of contem-
porary history may be traced in such
entries in the betting book as—
"Mr. Butler bets Sir George
Talbot twenty guineas to one
that he is not in the room at
White's with Napoleon in the
course of the next two years—
April 24, 1815."

LIFE OR DEATH BET.

On one occasion a man dropped
down at the door of White's, and
he was carried into the house.
Was he dead? Betting com-
menced, and the odds were taken
for and against. Some, who had
staked hundreds on the man being
dead, protested when their oppo-
nents desired to bleed the un-
conscious object of these wagers.
They argued that the "use of the
lance would affect the fairness of
the bet. Thus these gentlemen
gravely argued the pros and cons,
affecting their foolish wagers.

Of all odd wagers, however,
that of the Duke of Queensberry,
who was notorious as "Old Q,"
was probably the father of the
most remarkable, in days when
horses alone were more than
sufficient to sate the gambling
energies of our forefathers. No
one was as clever as he at mak-
ing matches on the turf, whether
as Lord March, he rode himself,
or not; and his famous bet (in
which Lord Eglington was his
associate) with Count Taaffe and
Mr. Andrew Sprowle showed that
he understood horses in harness
just as well.

The terms of the wager were
that Count Taaffe and his friend
betted Lord March and Eglington
one thousand guineas that they
could not provide a four-wheeled
carriage to carry a man and be
drawn by four horses nineteen
miles in an hour. The duke, as
it is simpler to call him, took an
infinity of trouble over his task,
trying horse after horse, and
carriage after carriage. Wright,
of Long Acre, was finally the
happy man whose handiwork was
selected. This was a horse-
breaker's brake without the usual
high perch, having oilcans fixed
to the boxes of the wheels, and
the pole and bars made of thin
wood lapped with wire to streng-
then. The springs were of steel
and the harness of silk and
whalebone, and the total weight

Little Secrets

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SO many, many women could
be twice as attractive if they
only knew how!

How To Protect The Skin From Cold, Wind and Dust

Every motor trip you take, your complexion pays
for. The cold dries it. The wind robs it of all natural
oil. The dust flies into the pores and coarsens
them. Then, the next day your complexion
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You can protect your poor skin from this punish-
ment. Before going out, rub a little Pond's Vanishing
Cream into your face, neck and hands. At once it dis-
appears. It protects the skin, and it can never come out
again in a wretched shine, for it is absolutely greaseless.
This will keep your skin soft, smooth, lovely in winter.

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some two and a half hundred-
weight.

On August 29, 1750, the carriage
with its four chosen horses and the
postillions took the field at New-
market before an immense crowd
of spectators, among whom a
course was cleared by a horseman
resplendent in red velvet. In the
result the duke's judgment was
thoroughly vindicated, for the
horses, fairly running away with
their riders, actually covered the
first four miles in nine minutes
and the total distance in six
minutes and thirty-three seconds
under the hour.

The duke's next successful
venture was in a curious competi-
tion in which he made a remark-
able use of professional cricketers.
His bet was that he would cause
a letter to be conveyed fifty miles
in an hour, a feat that, in those days,
sounded no doubt impossible
enough to those unfortunate per-
sons who took the bet. Not so,
however, to His Grace, who en-
closed the message in a cricket
ball and then stationed a number
of noted cricketers at fixed inter-
vals. The ball was then thrown
from man to man, and covered by
this method many miles over the
required fifty.

GEESSE VERSUS TURKEYS.

But old-time competitors and
wager-makers beat modern
ones: hollow for originality
and eccentricity. For instance,
Horace Walpole's brother, Lord
Orford, once backed a drove of
geese to race an equal number of
turkeys from Norwich to London.
He won the bet, for the geese
kept to the road all the time and
were steady goers. The turkeys,
when darkness came on, flew to
the trees to roost by the roadside,
from which their drovers had a
hard task to dislodge them. The
turkeys arrived in town two days
after the geese.

Sir John Laide once wagered to
carry Lord Cholmondeley at
Brighton puke-a-puck fashion
from the Pavilion twice round the
Steyne. As Sir John was small
and the Earl a giant in stature,
the event drew a large crowd.
All was ready when Sir John re-
marked that it was time for his
Lordship to strip. His Lordship
gasped. "I engaged to carry you,
but not an inch of clothes," re-
peated Sir John; "so hurry up,
my Lord, make ready, and do not
let us disappoint the crowd." But
the crowd was disappointed, for
his Lordship stoutly refused to
take off his clothes, and Sir John
pocketed the stakes.

In January 1821, when 97 years
old, Mr. Huddy, who was the
postmaster of Lismore, made a
wager that he would travel from
Lismore to Fermoy in a Dungai-
van tub drawn by a pig, two cats,
a goose, and a hedgehog. He
wore on his head a large red
night-cap, and carried a pig
drover's whip in one hand, and
in the other a big cow's horn,
which he blew to encourage his

team and to give notices of the
arrival of the Royal Mail!

Just three years before the
foregoing, Baron Osten, of the
16th Lancers, won a curious
wager in Lord Charlemont's park.
A hundred stones were placed on
each: the Baron rode up to each,
dismounted, picked it up, rode
back to a basket, dismounted
again, and put in the stone, and
rode off for the next. He did
them all in three-quarters of an
hour. Much the same thing
was done by a clever Devonshire
man, who wagered that he
would lay out a hundred
stones, each a yard from its
neighbour, and put them all
together back in one spot within
thirty-five minutes, on foot. A
knowledge of Baron Osten's feat
availed the layers nothing, for
the crafty West countryman laid
out the stones in a circle, and had
them all in a heap in the middle
in eighteen minutes.

In Scotland feats of muscular
strength used to be particularly
popular. The lifting of heavy
weights, the wrestling of strong
men together, the tearing of packs
of cards, the splitting of wood by
the hands were feats that excited
great interest and caused con-
siderable wagering of money.

BULLOCK FELLEED BY FIST.

On one occasion enormous in-
terest was produced in the Border
towns by the public declaration of
a man named Mr. Gregor, a
painter, belonging to Kelso, that
he would fell a bullock with three
blows of his fist. He was reputed
to be a strong man, although of
slender build, but few thought
his promise possible of fulfilment.
When the day came there were
thousands gathered to witness
the trial of strength, and en-
thusiasm knew no bounds when
the animal fell at the second blow
of his fist.

Pedestrianism had many ardent
devotees in these days, such
as Captain Robert Barclay,
one of the earliest advocates of
something like scientific training.
He won his first wager when he
was only 17 by walking six
miles within the hour on the
Croydon road. Five years later
this hardy young Scot bet Mr.
Fletcher 25,000 that he would
go 90 miles on foot in 2 1/2
successive hours. He began at
midnight at Ayrton, on the road
to Hull, which was well lighted
by lamps, and walked a mile out
and back until he finished his
task at 22 minutes past eight in
the evening, with an hour to
spare. When he was 30, and
weighing just under 13 stone, he
did considerably better, covering
1000 miles in 1000 consecutive
hours on grass that had been cut
and rolled.

As a matter of unprepared and
genuine strength, Sir Andrew
Leith Hay's wager with Lord
Kennedy will always stand high
for Sir Andrew bet £2,500 that he

would get first on foot to Inverness
from Blackhall in Kincardineshire,
where a large party of sportsmen
were just having dinner with Mr.
Farquharson. At nine that very
night, in evening dress, with thin
shoes and silk stockings, Lord
Kennedy, accompanied by Cap-
tain Ross, struck straight across
the Grampians.

It rained till morning. It rained
all day. It rained all the next
night. At six the following
morning they reached Inverness
four hours before Sir Andrew,
who had taken the coach road by
way of Huntly and Elgin.

WHICH WAS THE UGLIER?

This Captain Ross was the
same man who bet Mr. George
Foljambe £50 that he would shoot
ten brace of swallows with a
pistol and single ball in one day,
and won the wager before break-
fast. Lord Kennedy was also
famous for another bet with a Mr.
Cruikshank of £500 a hole, for
three holes, at golf, at half-past
ten at night; one lantern to be
placed on the hole, the other to be
carried by the caddie, and no
more allowed. Boys were on the
course to track the balls, and
Lord Kennedy won, with the
usual score he made in daylight.

Nothing was too trivial—or too
serious—for betting in those days.
There is a true story concerning
Heidegger, Master of the Revels
to George II., whose ugliness, it
was said, could not be surpassed.

Wagers were made on the
point. After the slums of Lon-
don had been searched from
one end to another, an old woman
was found who seemed to be
more ugly than the Master of the
Revels. The judges were re-
luctantly bound to admit that
Heidegger had met his match,
until it was suggested that he
should put on the old woman's
bonnet. But this caused him to
appear so much uglier than the
old woman that he was unan-
imously declared to be the cham-
pion of extreme ugliness.

When George IV. was Prince
Regent he made a wager with
Sheridan that when opening Par-
liament he would work in any
interpolation he liked without it
being detected; and the foolish
bet being accepted, it was agreed
to introduce the words "Baa, baa,
black sheep!" in the very middle
of the Speech from the Throne.
"And if anyone smiles or looks
startled, I lose my bet," the Prince
remarked.

Strange, incredible indeed, as
as it may seem in these strenuous
political days, he did not lose
his bet. The ridiculous exploit
came off as planned. At the
close of a more or less weighty
allusion to Wellesley's campaign
in Spain, the Royal gaffer
cleared his throat, and said:
"Baa, baa, black sheep!" and
went on without exciting remark!
—J. H. Young in the Weekly
Scotsman.

EARLIER TELEGRAMS.

ENEMY WAR CRIMINALS.

London, Dec. 4.
In the House of Commons at question time Mr. Lloyd
George stated that the Allies had the right to demand the
surrender for trial of any enemy war criminals. It was in-
tended to enforce that right and final lists were now under
consideration, but at present it was undesirable to state the
numbers or how many were already in the hands of the Allies.

LEAGUE OF NATIONS.

Paris, Dec. 8.
Wang King-ki, a law professor of Peking University, was
interviewed in Paris after the Brussels conference for
establishing a League of Nations. He asserted that China is
ready to associate with the League provided all nations are
being allowed the same rights.—Havas.

THE IRISH BILL.

London, Dec. 4.
In the House of Commons at question time Mr. Lloyd
George said he hoped to introduce the Irish Bill early in
the third week of December. Parliament would be prorogued
before Christmas but the Bill would be carried over to next
session by a special suspensory resolution.

BULGAR ARMY REDUCED.

London, Dec. 4.
The Bulgarian army has been reduced to a strength of
3,000 officers and 44,000 men.

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The official text of the Supreme Council's reply has not been issued but its general tenor is known to be not as an ultimatum. If it fails an ultimatum will follow requiring compliance within 48 hours, the alternative being a general Allied advance beyond the Rhine. The Allies will occupy the Ruhr coalfield and cross the Main and occupy Frankfurt and the surrounding district. -Havna.

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1 " Spey Royal Whisky.	1 " " Whisky.	1 " C. S.
	1 " Dewar's White Label Whisky.	1 " " Whisky.
	1 " Spey Royal Whisky.	1 " Dewar's White Label Whisky.
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BIRTH.

DREYER.—To Mr. and Mrs. H. Dreyer, at No. 6, Queen's Gardens, on the 12th inst., a son.

MARRIAGE.

KINCHIN SMITH.—MAY.—October 24, at Oxford, Francis Kinchin Smith to Dione, youngest daughter of Sir Henry May, G.C.M.G.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 12, 1919.

THE SHIPPING DISPUTE.

The interest of Hongkong residents, and more particularly that section connected with shipping matters, has been very considerably aroused by the dispute which is now being fought out between the owners of certain ships and the Guilds representing the officers and engineers working on the vessels. In our news columns lately we have given details of the dispute and have tried to put the matter fairly before the public, stating the owners' point of view as well as that of the officers. Of course, it all depends on whether one is an "interested" party or not as to which side one leans, but we feel that the majority of the public who are only looking at the matter impartially think that the Guilds, in presenting the case of their members, are only trying to secure a just and equitable revision of the present scale. The interest that has been aroused is evidenced by the discussions that one can hear on all sides, and many interesting points have been raised.

When one looks at the facts of the case squarely it seems to us that there can only be one side taken. The demand covers about 30 companies operating some 65 ships, varying from small Canton river boats of less than 300 tons and operated by a one-ship company to large vessels of more than 5,000 tons. The scale of pay and other conditions asked for is below what was granted for officers and engineers by the Straits Government Commission Award and is below what most of the Companies who are exempted from the present action pay. It is not that the officers and engineers concerned are asking for a maximum—they are only asking to be put a little more into line with what prevails outside their own ships. In no sense can it be called an exorbitant demand, for it transgresses none of the limits of reasonableness. The reply of the owners is that the ships are not earning sufficient money to enable them to increase the pay, but it is generally known that the times for shipowners are not in any sense hard. Freight rates are vastly different to what they were before the war. There would be no use in denying the fact that so far as passenger traffic on the West River is concerned there has been a falling off in recent years, and, in order to get out of the present demand, some owners are said to be contemplating cancelling their passenger licences, thus doing away with the necessity for employing British officers. Any ship carrying passengers into and out of Hongkong must have certificated officers, but if no passengers are carried then those ships which are not British can be run by masters and crews of any nationality. It is on this class of boat where there is some little danger of European officers losing their place. On British-owned and registered boats there is a legal necessity to carry a certificated officer, and if the officers on these boats go out on strike, the owners have no remedy except to either satisfy this demand or negotiate for a change of flag—a thing not likely to happen. The question has been raised by a few persons as to whether a strike would not involve most of the men in a breach of the agreements they have with their owners, but it might be pointed out that in nearly all the agreements, or articles as they are called, there is a twenty-four hour notice clause that safeguards the men from any legal remedy by their employers. From what one can see, the whole position has been very astutely conned by the men and their Guilds, and they are quite within legal rights in doing what they threaten.

As to whether they are morally right, that must be a matter for individual judgment. The most pleasing development of the last two days is the suggestion that the Guilds and the Shipowners should endeavour to arbitrate, and, as this suggestion, made by certain firms and favourably received by the Guilds, seems likely to bear fruit, it is to be hoped that an amicable settlement will be arrived at without any recourse to stronger measures, such as the holding up of the ships. The matter is vitally important to Hongkong as a community and both shipowners and the Guilds must know that considerable attention is being focussed on the dispute, hopes being strongly held that nothing will arise to upset the normal life of the Colony. With the season of Christmas so near there is an added reason why a peaceful settlement is desirable.

NOTES & COMMENTS.

A HOPEFUL SIGN.

A Chinese telegram which came to hand yesterday contained the news that the naval commander at Foochow had received a representative from the Admiral in Canton, who stated that the squadron at Canton was inclined to overlook the differences between the North and South and to co-operate against possible aggression. This is an interesting development in the Foochow affair, which, happily, looks as though it might soon be settled, since the Japanese are showing a more reasonable attitude. But its chief value does not lie here. We should rather like to regard it as indicating the existence of a spirit of compromise between the conflicting elements in China. It could, in fact, be made the starting point from which North and South could come to some better understanding. We have pointed out, until we are almost weary of so doing, that so long as this breach continues, so long will China as a nation be weakened. There was never a time in the history of the country when there was greater need for co-operation and cohesive effort. A nation divided against itself is in very real danger of suffering from external aggression. And that is the situation with which China is faced to-day. The leaders of both the Northern and Southern factions pose as being anxious for the well-being of their country. They must know that this split is a source of weakness. If they really want to serve the nation and save it from disaster, they will seize hold of every opportunity to reach a lasting settlement. This Foochow affair gives them a great chance.

THE BIG FIGHT.

In sporting circles the world over, the Beckett-Carpenter fight has by now been thoroughly well discussed, we may be sure. It aroused immense interest everywhere, even here in Hongkong, where the result was awaited most impatiently. Sportsmen cursed the delay in the cables which kept them in suspense so long. If we say that Britishers are disappointed at the outcome, we merely state a fact. But that does not imply that they begrudge the Frenchman his victory, which indeed stamps him as a great boxer. They acknowledge his wonderful skill and undoubted prowess most readily. But they had hoped more of Beckett, who, in previous fights, had shown that he could take a tremendous amount of punishment. Beckett really began his career more as a fighter than a boxer, and he usually went into the ring prepared to take punishment in the hope and belief that he would last sufficiently long to be able to turn the tables on his opponents. Carpenter, on the other hand, relies more on scientific tactics, though that he has a punch is evident from the quick and effective manner in which he put Beckett out. Some will call it a lucky blow which sounded the Britisher's knell, but whilst such things happen in boxing, it is up to the good fighter to leave no openings for such eventualities. If the fight had lasted longer, the result may have been different. But, then, there's always an "if" in every big fight.

ANGLO-AMERICAN AMITY.

In expressing his great appreciation of the cordial and even affectionate welcome given by the Government and people of the United States to the Prince of Wales, His Majesty is only re-echoing the sentiments of his subjects in all parts of the world. The Prince's visit should very materially help in cementing the bonds of Anglo-American amity. His Majesty says it has always been his earnest wish that the relations of the two great English-speaking nations should be of the closest and friendliest nature, so that they should work together for the good of civilisation and mankind. To that, both Britishers and Americans in this distant part of the Empire will utter a sincere "Amen." There are, of course, times when Britishers and Americans do not see eye to eye; their viewpoints are not the same. But that does not weaken the friendship between the two peoples. What a mighty power for good these two nations could be in world affairs if they always worked in real co-operation! Events are shaping that way, and it will be all the better for humanity when the present cordial relations are converted into a lasting understanding.

DAY BY DAY.

MANY A MAN SEEMS DEAD TO THE WORLD WHEN HE IS BURIED IN THOUGHT.

Yesterday one non-fatal case of enteric fever was notified, the sufferer being a Japanese.

Mr. and Mrs. G. Upsell returned to the Colony by the Inaba Maru from Home to-day.

Sub-Lieutenant A. Paul has been posted to the light cruiser Cairo, which is shortly coming to the China Station.

Admittance to the practice dances in connection with the St. George's Ball, on December 23 and 30, will be by ticket, issued with the invitations.

The members of the Indian Prison Commission yesterday inspected the Victoria Gaol, and were shown round by Mr. J. W. Franks, the Superintendent.

About three hundred more men of the second battalion of the Wiltshire Regiment are expected next month in Hongkong, thus bringing the Battalion to its full strength.

To-morrow night H. E. Sir R. E. Stubbs dines at the mess of the officers of the Wiltshire Regiment, at Murray Barracks. The band of the Wiltshire Regiment will be in attendance.

A lantern lecture for children, entitled "From London to Weihaiwei" will be given by Mrs. F. C. Hall at the Helena May Institute on Wednesday, December 17th at 5.30 p.m.

The Titania, second depot ship of the China submarine flotilla, recently arrived at Sheerness to complete with stores for her voyage out to Hongkong, where she will be stationed for a two years' commission.

Mr. J. M. Soeters, for a long time chief accountant of the Netherlands Trading Society will leave for Kobe by the Togo Maru to establish a branch of the Bank there. Mr. Soeters becomes Manager of the Kobe office.

By kind permission of Capt. Henderson and officers, the band of H.M.S. Hawkins will attend at the City Hall on Saturday night and give a programme of music. There is already assured a very large attendance at this boxing tournament.

Chief Boatwain Robert W. Brown has been appointed to Hongkong Dockyard with effect from the 14th October. Mr. Brown obtained his warrant in 1900, and reached the rank of chief boatwain in September, 1915. He saw much service during the war, latterly employed at Devonport Dockyard.

At the Summary Court, this morning, a case was mentioned in which Mr. Field, a warder at Victoria Gaol, is, together with his wife, being sued by a Chinese firm for \$15. Mr. C. F. Mason, for the plaintiffs, mentioned that the matter in dispute was a ladies' coat sold to defendants. It was returned after nine months and he contended that that was an unreasonable time. The case will come on for hearing on Monday afternoon.

Having obtained the sole agency for Messrs. Mappin and Webb's goods, Messrs. Lane, Crawford and Co. have just received a consignment thereof, including jinkets boxes, vases, cigarette cases, time-pieces, etc., all of which are suitable for Christmas gifts. The German firm of Gaupp and Co., formerly held this agency. It is gratifying that such high-class British products are now being handled by a British firm.

The Hongkong Boxing Association, under whose auspices to-morrow night's contest take place, is working on very sound and businesslike lines. We have received a copy of the articles of form used by the Association, which has to be filled in by intending competitors, and which indicates the number of rounds, the nature of the contest, the division of the purse and the time at which the contestants must be at the ring. It is laid down that contests shall be fought under N.S.C. Rules and any variations of such rules made by the Association's Boxing Committee, the referee to be provided under the Rules of the Association. The form has to be signed by the contestants and the signatures witnessed by a member of the Boxing Committee or Manager.

MOON PIDGIN.

(BY "ROBT. MacWHIRTER.")

Well, onyhow, we have no concrete, irrefutable evidence that the world is coming to an end except the fact that the Union Church minister denies it. Now, when ye come to think of it, that's very comforting, for just last week I paid a deposit for the loan of a quarter of a ship's cabin for a few weeks next spring. At the time, I told the booking clerk that I wasna' wanting a ship on charter; I only wanted a corner to sleep in a while, but from the way his face muscles threatened to behave he seemed to think I wasna' in earnest. Said I was lucky as it was, for he might only have been able to offer me a settee. I asked him, only as a matter of course, mind ye, how much a good second-hand one would run to, but he dismissed the subject and me wi' a wave of his hand and I had to make way for the next boat-hirer. Wait till Macpherson goes to book his passage. He'll have mental colic the following week and what Mrs. Mac'll no' have is the life of a dog till the painful wrench of writing yon cheque is forgotten.

Aye, when I heard about this terrible business of dying whole-sale just a week before Christmas, it just fair upset me and I was right glad that our astronomical parson was chop chop on the job so that the stocking and stomach-filling operations could go ahead as usual.

When it comes to prophecies vis-a-vis this old world of ours, my money's on the prophecy-knocker every time. It's the safest bet you know, believe me. Aye, this aged earth of ours seems to run along on lines that are surely fixed wi' reasonable definiteness.

Still, ye never know, as the booking clerk said when I enquired if there was any likelihood of picking up any cheap second-hand boats between now and next spring. Aye, ye never know. Maybe this prating professor is as near right in his contention wi' regard to his pet planets having a possible pull on the earth as our minister when he said there was neither air nor water in the moon. That might very well be; at the same time I'm no' so sure, if God took it into His head to have it so, that life would be impossible where these two elements were conspicuous by their absence. Even Wells—though a good bit short of a God himself—had some half-baked ideas of his own on this subject when he peopled the moon wi' his Selenites. I've been in some quarters of the earth myself where it was so hot that the hens laid newly-boiled eggs and where no water ever fell the year through and yet there was life, you bet, scorpions, snakes, spiders and the like. You take my word for it that this sort of thing needs a lot of careful thinking out before one can dogmatise, even before a lot of womenfolk.

Of course, it's dead easy to pick holes in a Professor that's a few thousand miles away and maybe doesna' care a curse onyway, but at the same time any Professor, provided, of course, that he's no' a religious crank or twicht his lithographed diplomas even at cost price, is maybe no' so dusty alongside somebody whose knowledge of the subject is maybe confined to Ball's Elementary Astronomy and the loan of a few lantern slides.

What's more forbye, to be perfectly candid, if I knew for certain on the evening of the 16th that God would say "Time's up, gentlemen," I would be in a state of sheer funk and would be more likely to go along to Macpherson's and help him finish his last case of gin, than go on wi' my work as usual. I see that the Defence Corps hasna' got the wind up onyway, for they've timed their last parade on that fateful date. As I was saying, gin's no' much use as a disinfectant and kerosene has it clean beat in a lamp, but as a pleasant anaesthetic in the event of a world getting pushed over, it takes a lot of beating. Tastes differ of course. Others, if faced wi' such a situation, would make a bee-line for the hills—the higher the better—and there wear their hunker. threadbare drawing back wi' fervour, whatever their may have said or done amies to a hitherto tolerant Creator. In our streets there would be scenes that would make uncensored motion pictures of Sodom and Gomorrah fit by comparison to show on the screen at the mildest milk-and-water Band of Hope meeting.

The last earthquake that visited Hongkong found me sitting at tiffin opposite a bunch of missionaries. Did they sit as usual? Did they? Some o' them even forgot to ask a third helping of the joint, but everyone o' them, inside of five seconds, were like excited rabbits and made a bee line for the lift. Even when it was over and all was calm and bright and they had returned to their seats, their jaws merely worked—automatically—and each had a face like a stuck chad on a moonlight night. Maybe they were only turning over in their minds the possibilities of another month at Cheung Chau to get over the shock, or maybe they were only just plain frightened. I think that was what ailed them myself. Huh!

Aye it's good news that we won't have the Hongkong Hotel, or some such other like building, melting on our hands, or the harbour solving for Kowloon folks once-and-for-all the morning bath trouble; in short, that we have every chance of tidily living out our allotted span. I'm all the more pleased at the thought, for it was only the other day that some Russian surgeon was telling the French folks and, through Reuters, the world in general, how he discovered the fountain of youth, the faucet of friskiness or something equally good for the mouldy middle-aged or decaying old folks.

Now that's the sort of dope the human brain wishes to believe every time, particularly the old codgers as well as those more unfortunate among us who have found the acquisition of bobbed brains more or less a handicap in the race to keep away from Happy Valley. This whiskered lad wi' the near-Bolshevik name has given out that the "fountain" in question is the "in-stertial" (you can have as many guesses as you wish) gland of the ape. It appears that this bit of anthropoid trimming, it planted in the interior of a broken-down old gent of 66 years or thereabouts, will, after a time, have more youth and vitality than he knows what to do with. I suppose the way this fuzzy old scientist hit on the ape's gland was because he couldna' find any young man willing to hire out his "in-stertial" for experiment on any of the older rams of the flock. Well, you and I can see some sense in that kind of thought production, but what's troubling me is the probable effect on the gland-grafted old rooster after the operation. That ape gland might very well conform to specification in so far as vitality is concerned, but say, if the crazy, old, white-haired seeker after youth and general friskiness gets started climbing trees or throwing down his friends to hunt fleas on 'em, what would you know about that? Venerable looking old chumps have had to throw up their Kirk-eldership for a great deal less than that before now.

Aye, man, it would be a terrible risk going round wi' a part of a monkey in ye that might cut loose any old time. Of course this Dr. What's-his-name, though as nearly positive about the vim and vigour part of the programme as you could wish any crank to ever be, was very careful to let out that grey hairs couldna be expected to give way to black, or new teeth to disarrange our vacated gums, or yet weak eye muscles to be entirely independent of Lazarus.

Just as he was, white-haired, toothless and wrinkled, the old chap was simply to be chockful of youthful gaiety—everything in the way of early youth, bar looks. Well, of course, there's always a catch in these schemes somewhere—but honest to goodness, there's nothing much of novelty in that after all. If the Misses Woods would only let us have a glance at their engagement book I'm confident that we'd find plenty of the old brigade these days busy one-stepping and fox-trotting, holding their heads erect and with chest out, looking Van Epps once more straight in the face. And that without any fancy ape interstials, my lad.

When I come to think of it this must be the "leg-pulling" season. Remember when we were kids, the back end of the year used to be nutting time. This seems to be the time of year when quite respectable folks get up on their hind legs and tell us something we either know already or with their tongue in their cheek try to pull our starboard limb. The members of yon hen's Club in Garden Road seem at present to have an itch for information and if they can get it by the human

WAR-DEVASTATED FRANCE FUND.

THE MASKED BALL.

We are asked by the organisers to state that at the Masked Ball, in aid of the Hongkong Fund for War-Devastated Villages in France, on the 19th, at the Volunteer Headquarters Parade Ground, it is proposed that dominoes of cotton material be worn. Each participant will be given a number, and everyone will be asked to vote on the prettiest and most original costume. Three prizes, in silver, generously offered by Messrs. Sennet Freres, Ullmann, and Wang Hing, will be presented to the three gaining the most votes, when the masks are removed at midnight.

It would be well to point out, however, that those already possessing fancy dresses or dominoes of other material than cotton will not be debarred from contesting for the prizes, but the Committee trust that any large expenditure will be confined to generosity to the Fund, not on elaborate costumes, as the ball is in aid of these who have little to keep them from the cold.

The tickets for the ball cost \$5, which includes light refreshments.

OTHER ATTRACTIONS.

The Portuguese community of this Colony, who have already generously contributed the tea at the recent successful Gymkhana in aid of the Hongkong Fund for War-Devastated Villages in France, and are giving the pawns for the Pansy Day street collection on 19th December, are in addition conducting a "Tombola" at the Cabaret to be held on the Volunteer Parade Ground on Saturday 20th December. The Committee of the Fund will be very grateful if articles of all sorts, suitable for use as prizes at this tombola, may be sent to Mr. de Sousa, Consul for Portugal, at the Portuguese Consulate, next door to Messrs. Whiteaway Laidlaw & Co., in Des Voeux Road.

Also, any home-made sweets or cakes, or vegetables from private gardens, to be sold at the "Everything Else" Stall at the Cabaret on 20th December, will be gratefully received by Mrs. Scott Harston, at "Combe" Magazine Gap, (No. 173, The Peak) or by Mrs. Frost, No. 1, Kimberly Villas, Kowloon.

It has also been suggested that, in order that Mrs. Harston's stall—the "Everything Else" stall—may justify its name, such things as pot plants, flower or vegetable seedlings and cut flowers, for sale at that stall, would be most acceptable.

gramophone and lantern slide room the better they like it. It saves them thinking for themselves, and what's more forbye, it has the distinct advantage of being most easily forgotten that way, onyway. Aye, this is the mental nutting season, right enough.

I wish, though, that yon folks would keep the reporters out, have their solemn seances in camera and so on not inflict on a high-exchange-stricken community accounts of how they take in and assimilate their mental nourishment.

Any old day now we might expect to see in our morning paper an account of the "Flight of Rooks" as described by a local broker, all about "The Horse, the Friend of Man" by some taipan connected wi' the Railway or "How I shot the Rapids in North China" by some bank manager.

Mind ye, I don't blame Dod well for giving yon lecture on Golf, (some of yon women would write an over-fed bird off a bush but when he attempts to stymie Scotsfolk by casting a haze over the antiquity and origin of the game, I'm no' so much charmed at his cleverness as amazed at his hard nerve. True, he only laid emphasis on the point that England had the first club—Royal Blackheath—but let me tell him something he'll no' have noticed in the Encyclopaedia, and that is that this same club was gotten up by exiled—I nearly said "excited"—Scotsmen from home, fed up wi' coffee houses and gaming and who thought it a pity that such a fine stretch of ground should be wholly given up to highwaymen and the like. Surely the very language of golf is enough to establish its origin.

Come off it, Stanley. Try the other

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CORRESPONDENCE.

(To The Editor of the Hongkong
Telegraph.)

SHIPPING DISPUTE.

Sir.—It might interest your readers to compare the postage bill of a local steamer paying wages as claimed by the Guilds with that of a Japanese ocean-going steamer:—

Local Coasting Steamer 3,000 tons Deadweight:—
Captain ... \$ 650
1st Officer ... 350
2nd Officer ... 250
Chief Engineer ... 602
2nd Engineer ... 350
3rd Engineer ... 260

Total ... \$ 2,472

Japanese Ocean Steamer 4,300 tons Deadweight:—

When Cruising.

	Min.	Max.	Max.
Captain	Y. 150	200	\$100.00
1st Officer	100	130	65.00
2nd Officer	85	90	45.00
Chief Engineer	150	200	100.00
2nd Engineer	90	130	65.00
3rd Engineer	70	90	45.00

\$420.00

On Foreign Service.

	Min.	Max.	Max.
Captain	Y. 225	300	\$150.00
1st Officer	150	195	97.50
2nd Officer	127 1/2	135	67.50
Chief Engineer	225	300	150.00
2nd Engineer	135	195	97.50
3rd Engineer	105	135	67.50

\$630.00

Food Allowance—6 × \$50—\$300—
—against 6 × Y. 50—300—150.

As the Captain of the Japanese steamer in question put it, the whole postage bill of his command could be paid from the salaries of the Captain and Chief Officer of a local coasting steamer. Is there, therefore, any wonder that the local coasting steamship companies object to further increases?

Whether owners of river steamers can afford to pay wages on the scale demanded by the Guilds is doubtful, as there is no question that their earnings are precarious and their margin of profit very small.

As regards coasters of 2,000 tons to 3,000 tons deadweight capacity which have been earning anything from \$7 to \$10 per month on their deadweight during the whole of this year and likely to earn as much in the next, it is ridiculous to say owners cannot afford to pay the increases demanded by the Guilds and that they will be forced to lay up the ships.

Can you imagine the owner of a 3,000-ton ship which brings in a revenue of about \$25,000 a month lay her up for even a day when the increases demanded by the Guilds do not at the most entail an additional expense of \$600 to \$700 per month?

As regards the statement made by the Shipowners Protection Association of Hongkong that all shipowners have been losing money this year, to put it mildly this is an untruth, as any local shipping man can tell you that owners of British steamers on the China Coast have not had a better year since 1916.

I may mention incidentally that with the possible exception of three or four ships, all the steamers owned by the S.P.A. would have been laid up or broken up in pre-war days.

Enclosing my card,

Yours etc.

DISINTERESTED.

Hongkong, Dec. 12, 1919.

THE "TELEGRAPH".

SPECIAL CHRISTMAS FEATURES.

The 34-page issue of the *Telegraph*, of Saturday last, was something in the nature of a record for Hongkong, the commercial supplement being a special feature thereof.

To-morrow the *Telegraph*, though not quite so bulky (it will comprise 28 pages) will again have a special feature, this being in the nature of a Christmas Shopping and Pictorial Section. Included in this will be over five pages of illustrations, which will be interspersed with local advertisements. The pictures have been specially selected for the occasion, and besides covering incidents of world interest will include pictorial records of local happenings and a page of war-devastated France illustrations.

FOREIGN CHILDREN IN THE FAR EAST

are especially subject to worms, some of the indications of which are irregular appetite, bad breath, grinding of the teeth in sleep, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days destroy worms, and a marked improvement in appetite and general health speedily follows.

As an example of their efficacy in cases of this nature the evidence of Mrs. E. Morrison, Didsbury, North West Canada, is illuminating. She writes:—"I can strongly recommend Baby's Own Tablets to mothers whose children are troubled with worms. I have never used a better medicine for this trouble. I have also found the Tablets good at teething time."

Babies and young children need special medicine of their own, something prompt yet mild in action, and which can be given without the slightest fear or hesitation. Baby's Own Tablets, the Canadian children's remedy, exactly answer this description. They are guaranteed under Government Analyst's certificate to contain not the slightest atom of opiate, narcotic, or other injurious drug, and they are just the right remedy for infantile indigestion, colic, constipation, simple fever, diarrhoea, teething troubles and colds. Obtainable from chemists everywhere, also post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

of one month's hard labour or each of them. The two men who only were proved to have the bamboo poles with them, were given the option of a fine.

NOTICES.

DAIRY FARM NEWS.

OWN HOUSE FED POULTRY

We are now able to supply our customers with own fed poultry and to meet all demands.

Our present stock consists of specially selected birds which are in prime condition and should give every satisfaction.

TOMATO SAUSAGES
THIS WEEKS' SPECIALITY

TRY THEM

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY LIMITED.

DO YOU NEED A TYPEWRITER?

IF SO SEE OUR REBUILT
REMINGTONS AND UNDERWOODS
WE CAN SAVE YOU MONEY

THOMAS W. SIMMONS & CO.
IMPORTERS & EXPORTERS
TOP FLOOR YORK BUILDING TELEPHONE 2189.



CAL-PA-CO
BEST QUALITY

PURE
MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

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GERIN, DREVARD & CO.
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NOTICES.

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— HANDKERCHIEFS —

PRICES AT PRICES

8.50 TO 8.50

16.50 TO 16.50

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J. T. SHAW

TEL. 692.

SPECIALIST IN MEN'S WEAR.

NEXT DOOR HONGKONG HOTEL.

Powell
TELEPHONE 346

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FOR GENTLEMEN.

We have many smart NOVELTIES
on show including:—

TIES	SLIPPERS
FANCY WAISTCOATS	FITTED DRESSING
SWEATERS	and SUIT CASES
DRESSING GOWNS	HAND BAGS
UMBRELLAS	HANDKERCHIEFS
GLOVES	SILK & WOOL SCARVES
WALKING STICKS	STUDS & LINKS

WE INVITE INSPECTION.

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NEW
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(THE COLUMBIA SHOP.)

16, DES VŒUX ROAD.

TEL. 1322.

FURTHER REDUCTIONS in PRICES
of LIQUEUR, GINS, STOUT, &c. in
addition to

10% DISCOUNT

ON ACCOUNT OF HIGH EXCHANGE

GALDBECK, MACGREGOR & CO.

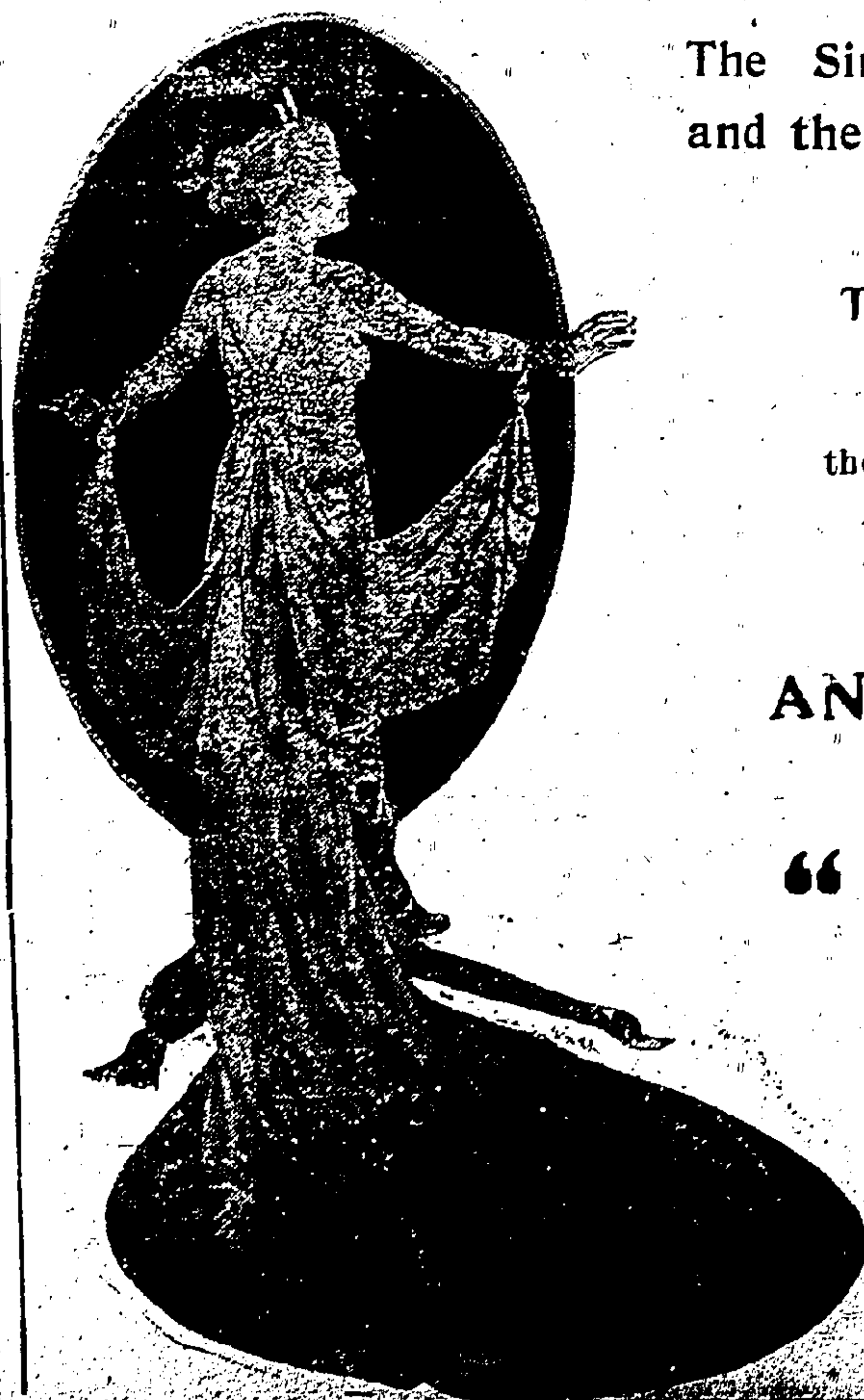
15 Queen's Road Central:

(Telephone No. 79).

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GERIN, DREVARD & CO.
4th Floor Hotel Mansions. Tel. 114.
2nd at Canton.

MARINE ENGINES



The Sinner who became a Saint
and the Saint who became a Sinner.

TO-NIGHT at 9.15 p.m.

GOLDWYN presents

the world famous Operatic Star

MARY GARDEN

in

ANATOLE FRANCE'S

Masterpiece

"THAIS"

Prices \$1.50 & 80 cents.

THE CORONET

SHIPPING. **P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.** (COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND, & QUEENS. LAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	7,000	19 Dec. noon	Marseilles & L'don direct.
DONGOLA	8,000	27th Dec.	Marseilles & L'don direct.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATON A.	4,500	23rd Dec.	Straits, Rangoon & Ceylon
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,000	25th Jan.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
EASTERN	4,000	11th Feb.	

SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,000	15th Dec.	Shanghai and Kobe.
DILWARA	5,600	18 Dec. noon	S'pore, Colombo & Bombay.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 14ft. X 11ft. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central.

Agents.

CP & OS

SAILINGS.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

FROM DUE STEAMERS. HONGKONG, VANCOUVER.

Empress of Asia	Dec. 25	Jan. 12
Empress of Russia	Jan. 3	Jan. 27
Monteagle	Jan. 14	Feb. 4
Empress of Japan	Jan. 22	Feb. 9
Empress of Asia	Mar. 10	Mar. 31
Empress of Japan	Mar. 11	Mar. 29
Empress of Russia	Mar. 22	Apr. 15
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passage Fare Hongkong to United Kingdom

By Sea (via Japan) Gold 14.00

By Air (via Japan) Gold 14.00

By Air (via Japan) Gold 14.00

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Operating the following Far Eastern services for account of the United States Shipping Board.

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For SAN FRANCISCO For SEATTLE

"WEST CAJON" 1st half Jan. "BRAVECOUER" 20th Dec.

Also "West Helix", "West Henshaw", "West Lion", "Western Glen", "Bakersfield", "Devilante", "Editor", "Elkhorn", "West Cactus", "West Segovia", "West Idaho", "Hathaway", "Vinita", arrivals to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

HONGKONG OFFICE: 1st floor, Powell's Building Tel. 3008.

L. EVERETT, Vice-Pres. E. A. NELSON, General Agent.

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6, Haymarket, S. W.

11, Elbury Street, S. W.

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SHIPPING.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat. 13th Dec. at 11 a.m.

KATORI MARU (Omitting Manila) Wed. 21st Jan. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU ... Thursday, 18th Dec. at noon.

SADO MARU ... Friday, 26th Dec. at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Dec. at 11 a.m.

NIKKO MARU ... Middle of January.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKUSHIMA MARU ... Sunday, 4th January.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAH-WU ... Tuesday, 16th Dec.

WAKAMATSU MARU ... Sunday, 28th Dec.

CALCUTTA & RANGOON via Singapore & Penang.

KAWACHI MARU ... Monday, 29th Dec.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Saturday, 20th Dec. at 11 a.m.

AKI MARU ... Saturday, 16th Jan. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU ... Friday, 12th Dec. at 5 p.m.

AWA MARU ... Monday, 15th Dec.

KAIFUKU MARU (Kobe only) ... Thursday, 18th Dec.

TOYO MARU No. 2 ... Friday, 26th Dec.

EXTRA SERVICES - (Marseilles, Liverpool, Antwerp, Rotterdam, Hamburg etc.)

DURBAN MARU (London, Antwerp & Hamburg) Sun. 28th Dec.

PENANG MARU (Marseilles & Liverpool) Beginning of Jan.

TOYAMA MARU (London, Antwerp & Hamburg) M. of Jan.

For further information apply to - NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong - subject to change without notice.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,000	11th Dec. (from Yokohama)
YAMATO MARU	12,000	18th Dec.
YAMATO MARU	12,000	15th Jan.
YAMATO MARU	12,000	22nd Jan. (from Yokohama)
YAMATO MARU	12,000	29th Jan.
YAMATO MARU	12,000	5th Feb.
YAMATO MARU	12,000	12th Feb.

(Omitting call at Shanghai).

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SAITNO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

SEIYO MARU

Passage and freight charges with the Canadian Pacific Ocean Services Ltd. at the rate of 100 per cent.

Freight may be paid by bill of lading or cash.

For full information as to rates, sailings etc. apply to

T. DAICO, Manager.

KING'S BUILDING.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" 15,000 tons. "NILE" 11,000 tons. "CHINA" 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Jan. 13th, 1920. Dec. 20th, 1919. Jan. 31st 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON Steamer "KADOMO" 23rd December.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

Hongkong, 4th Dec. 1919.

THE BANK LINE, LTD.,

General Agents.

For New York

AMERICAN ASIATIC S. S. CO.

S. S. "ARABIAN PRINCE"

will be despatched for New York via Suez Canal about 8th January.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

SHIPPING NEWS.

A HOME DIVIDEND.

The court of directors of the Royal Mail Steam Packet Company have resolved to pay out of the profits of the current year an interim dividend of 2 1/2 per cent. (less income tax) on the preference stock, and an interim dividend of 2 1/2 per cent. (less income tax) on the ordinary stock.

A NEW B. I. STEAMER.

The latest addition to the fleet of the British India Steam Navigation Company, Limited, is the *Gorla*, which will be employed in their Indian coastwise service. She has been built by Messrs. Workman, Clark & Co. and is a single-screw steamer, with a gross tonnage of 5,220. Her five large cargo holds arranged for the carriage of bulky cargoes and the pilaring arrangements have been designed to eliminate as far as possible structural obstructions. At her trials her designed speed of 11.5 knots was easily maintained.

THE PORT OF HAVRE.

The work of enlarging the Port of Havre is being undertaken with rapidity. The west dock is now completed; the south dock is also finished, with the exception of a part of its coping; the eastern dock is also approaching completion; and the new quay, 500 metres long is quite ready. The deepening of the exterior passage is going on actively, and two-thirds of the dredging has been effected. Less advanced, however, is the work connected with the dock on the south bank of the Tancarville Canal; in fact, only one-fifth of the dredging necessary has been done. As regards exploitation of the port, the situation is fairly difficult and the congestion is still very great. The English-base, nevertheless, is continually lessening. The Minister of Public Works has ordered the State Railways to take all the necessary steps to supply all the rolling stock to the port which may be needed. The equipment has been strengthened by a certain number of steam cranes placed on the tidal quay. Six are already in service and three are in course of erection. In spite of this the congestion at the port is steadily increasing. For the week ended August 25 the quantity of cargo awaiting removal was 222,000 tons, against 216,000 for the preceding week. During this period the removals represented 66,039 tons, of which 19,400 tons were sent by rail, 14,507 by lighters, 10,600 by coasting craft, and 7,072 by ocean-going steamers, whilst 15,000 went for local consumption.

CHINA COAST GAZETTE.

Mr. L. J. Fugler, from reserve, has gone chief officer, Hsin Peking. Mr. R. G. Butcher, chief officer, Hsin Peking, is on leave. Mr. J. F. Messer, third officer, Tungshing, is on reserve. Mr. J. H. Stephen, chief engineer, Shengking, is on reserve. Mr. I. Roberts, from leave, has gone chief engineer, Shengking. Mr. W. G. Ramsey, second engineer, Yingchow, has gone acting chief engineer, Wenchow. Mr. J. Petrie, second officer, Kuwo, has gone acting chief officer, Wingsang. Mr. I. S. King, chief officer, Wingsang, has gone acting master, same ship. Captain E. Tap sell, of the Wingsang, is on reserve. Mr. J. Gray, from reserve, has gone supernumerary chief officer, Kuwo. Mr. J. Dixon, supernumerary second officer, Kwongsang, is on reserve. Mr. W. R. Williams, from reserve, has gone chief officer, Yusan. Mr. C. E. Webb, chief officer, Yusan, is on leave. Mr. H. W. Mills, second engineer, Kwongsang, has gone second engineer, Yusan. Mr. W. C. McCracken, second engineer, Yusan, has gone second engineer, Kwongsang. Mr. J. S. Macdonald has been appointed third engineer, Suwo. Mr. M. J. Rowe, third engineer, Suwo, is on leave. Mr. T. C. Malcolm has been appointed third engineer, Luenho. Mr. E. Gunderson, second officer, Kwangtah, has gone acting chief officer, same ship. Mr. C. J. Everingham has been appointed second officer, Kwangtah. Mr. N. Ichniuk has been appointed third engineer, Kwangtah. Mr. G. Bogomolski has been appointed third engineer, Kwangtah. Mr. S. I. Gagul has been appointed fourth engineer, Hsinming. Mr. A. Dodge, from leave, has gone chief engineer, Kwunging. Mr. W. Pothergill, from leave, has gone second engineer, Felching. Mr. L. V. da Souza, from leave, has gone third engineer, Hainfung. Mr. J. Adam, second engineer, Hsinchang, deceased. Captain E. Budgeton, of the Kwangping is on leave. Mr. C. Jones, chief officer, Kwangping, has gone acting master, same ship. Shipping and

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

MANILA, CEBU & ILOILO	Taming	13th Dec. at 3 p.m.
SHANGHAI & TSINGTAO	Teian	14th Dec. at d'light.
SWATOW & BANGKOK	Tuchow	16th Dec. at 9 a.m.
SWATOW & SHANGHAI	Shantung	16th Dec. at 10 a.m.
H'HOW, P'HOI & H'PHONG	Kailong	17th Dec. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok & Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong Dec. 11, 1919.

Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... Tuesday, 16th December.
"BORNEO MARU" ... End of Dec. or Beg. of Jan.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SUMATRA MARU" ... Sunday, 4th Jan.

BOMPAY & COLOVBO—Regular fortnightly service via S'pore. "GANGES MARU" ... Wednesday, 17th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service. "SHISEN MARU" ... Wednesday, 31st Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Monday, 22nd December.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"ARABIA MARU" (Calling at Shanghai) Saturday, 20th Dec.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAMO MARU" ... Sunday, 14th December.

TAKAO via SWATOW & AMOY. "SOSHU MARU" ... Thursday, 18th Dec.

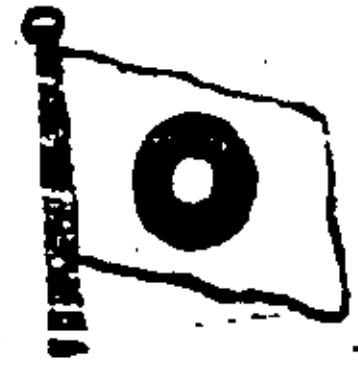
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

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Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	10th Jan.	16th Jan.
CHANGSHA	28th Jan.	3rd Feb.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

PACIFIC MAIL S.S. CO. U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE. SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR"	Wednesday, Dec. 31st.
S.S. "COLOMBIA"	Wednesday, Jan. 28th.
S.S. "VENEZUELA"	Wednesday, Feb. 25th.

ALSO

The following U. S. Shipping Board vessels

Steamers	Sails from San Francisco	Due to Sail from Hongkong
"WEST INSKIP"	Oct. 25, 1919.	Dec. 17, 1919.
"WEST CADDOA"	Oct. 30.	Dec. 24.
"WEST CONOB"	Nov. 1.	Dec. 26.
"WEST YACA"	Nov. 10.	Jan. 3, 1920.
"WEST KADOR"	Nov. 20.	Jan. 10.
"WEST NERIS"	Dec. 28.	Feb. 12.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Alexandra Building, Chester Road.
TELEPHONE 141. Cable Address "SOLANO."

SHIPPING.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe.)

"ELDRIDGE"	About Dec. 15	"ICONIUM"	About Jan. 20
"EDMORE"	Dec. 23	"SEATTLE SPIRIT"	Feb. 1
"CITY OF SPOKANE"	Jan. 5	"WHEATLAND"	Feb. 15

For PORTLAND direct.

"WAWALONA" (Calling at Shanghai and Kobe.) About December 25th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 241 & 2175 5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE.
"HAROLD DOLLAR"	18th December.
"BESSIE DOLLAR"	15th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST IRA"	14th December.
"WEST HEPBURN"	10th January.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR "792."

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"KNIGHT TEMPLAR"	via Suez or Panama	5th January.
"OANFA"	via Suez or Panama	23rd January.
"ARIOSTO"	via Suez	5th February.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON. REISS & CO CANTON.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 17th Dec., at 3 p.m. to—
Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAIFUKU M. (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 25th Nov. and is expected here on the 15th Dec.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 22nd Nov. and is expected here on the 29th Dec.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Manila on the 28th Nov. and is expected here on the 19th Dec.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via the Suez Canal on the 29th Nov. and is expected here on the 17th Jan.

The N. Y. K. s.s. TOYO M. No. 2 (Calcutta Line) left Calcutta for this port via Singapore on the 4th Dec. and is expected here on the 25th Dec.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Bombay for this port direct, on the 6th Dec. and is expected here on the 23rd Dec.

The B. I. s.s. JAPAN left Singapore for this port on the 6th instant and is due here on the 12th instant.

The R.M.S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 24th Nov. and is due here on or about the 26th December.

The R.M.S. EMPRESS OF ASIA arrived at Yokohama on 4th Dec. left there 6th Dec. noon, and is due at Vancouver on 15th Dec.

The s.s. METHVEN arrived at Singapore on 7th Dec., leaves there 14th Dec., and is due at Hongkong on 21st Dec.

The China Mail S.S. Co. is in receipt of a telegram from its Yokohama agency advising that the s.s. NILE sailed from that port on December 8th, and she may be expected to arrive in Hongkong on December 15th.

The N. Y. K. s.s. AWA MARU (European Line) left Singapore for this port on the 8th Dec. and is expected here on the 14th Dec.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th Dec. and is expected here on the 17th Dec.

The N. Y. K. s.s. KAIFUKU MARU (Calcutta Line) left Singapore for this port on the 9th Dec. and is expected here on the 18th Dec.

The Pacific Mail S.S. Co. is in receipt of cable advice from its Manila Office to the effect that the s.s. CADDOPEAK, Voyage 1, (Shanghai-Calcutta Line) sailed from that Port on the 9th inst., and that she will arrive at this Port on Saturday December 13th.

The P. & O. s.s. DONGOLA left Singapore for this Port on the 10th instant, at 9 a.m. and is due here on the 15th instant, at about noon.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 8th December a.m. left there 9th December, noon, was due at Kobe on 10th December, a.m. and due Hongkong 21st Dec.

The N. Y. K. s.s. HWAH-WU (Bombay Line) left Kobe for this port via Moji on the 8th Dec. and is expected here on the 15th Dec.

TIDE TABLE.

8th to 14th December, 1919.

Day	Month	High Water	Low Water	Day	Month	High Water	Low Water
Mon.	8	10 45	4 49	Mon.	14	10 45	4 49
Tues.	9	11 42	4 48	Tues.	15	11 42	4 48
Wed.	10	12 43	4 47	Wed.	16	12 43	4 47
Thurs.	11	1 44	4 46	Thurs.	17	1 44	4 46
Fri.	12	2 45	4 45	Fri.	18	2 45	4 45
Sat.	13	3 46	4 44	Sat.	19	3 46	4 44
Sun.	14	4 47	4 43	Sun.	20	4 47	4 43

m morning a afternoon.

VESSELS LOADING.

EUROPE, U.S.A. ETC.

Fushimi M.	N. Y. K.	Dec. 15
West Ira	R. D. Co.	Dec. 14
Montague	A. L.	Dec. 15
Alps M.	O. S. K.	Dec. 16
Bridges	A. L.	Dec. 16
West Inship	P. M. Co.	Dec. 17
Tanjo M.	T. K. K.	Dec. 18
Mishima M.	N. Y. K.	Dec. 18
Harold D.	R. D. Co.	Dec. 18
Montague	C. P. O. S.	Dec. 19
Novara	P. & O.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Nile	C. M.	Dec. 20
Arabia M.	O. S. K.	Dec. 20
Bravecoeur	S. & D.	Dec. 20
Kadomo	B. L.	Dec. 20
Tango M.	N. Y. K.	Dec. 24
West Caddoa	P. M. Co.	Dec. 24
Ida M.	A. D.	Dec. 24
E. of Russia	C. P. O. S.	Dec. 25
West Conob	P. M. Co.	Dec. 26
Sado M.	N. Y. K.	Dec. 26
Dongola	P. & O.	Dec. 27
Edmore	A. L.	Dec. 28
Durban M.	N. Y. K.	Dec. 28
Wawilona	A. L.	Dec. 29
West Cajoat	S. & D. 1st Half Jan.	
Alps M.	O. S. K.	Dec. 30
West Vega	P. M. Co.	Jan. 3
Montague	C. P. O. S.	Jan. 3
Sumatra M.	O. S. K.	Jan. 3
Tokushima	N. Y. K.	Jan. 4
Knight Templar	B. L.	Jan. 5
Arabian Prince	S. T. Co.	Jan. 8
West Hepburn	R. D. Co.	Jan. 10
Grace D.	R. D. Co.	Jan. 13
Shinyo M.	T. K. K.	Jan. 15
Iconium	A. L.	Jan. 20
Katori M.	N. Y. K.	Jan. 21
Siberia M.	T. K. K.	Jan. 23
Oanfa	B. L.	Jan. 23
St. Albans	P. & O.	Jan. 23
China	C. M. Co.	Jan. 31
Penang M.	N. Y. K.	B. of Jan.
Borneo M.	O. S. K.	B. of Jan.
Nikko M.	N. Y. K.	M. of Jan.
Torayama M.	N. Y. K.	M. of Jan.
Persia M.	T. K. K.	Feb. 3
Changsha	B. & S.	Feb. 3
Ariosto	B. L.	Feb. 3
Eastern	P. & O.	Feb. 11
Korea M.	T. K. K.	Feb. 23

JAPAN, COAST PORTS, ETC.

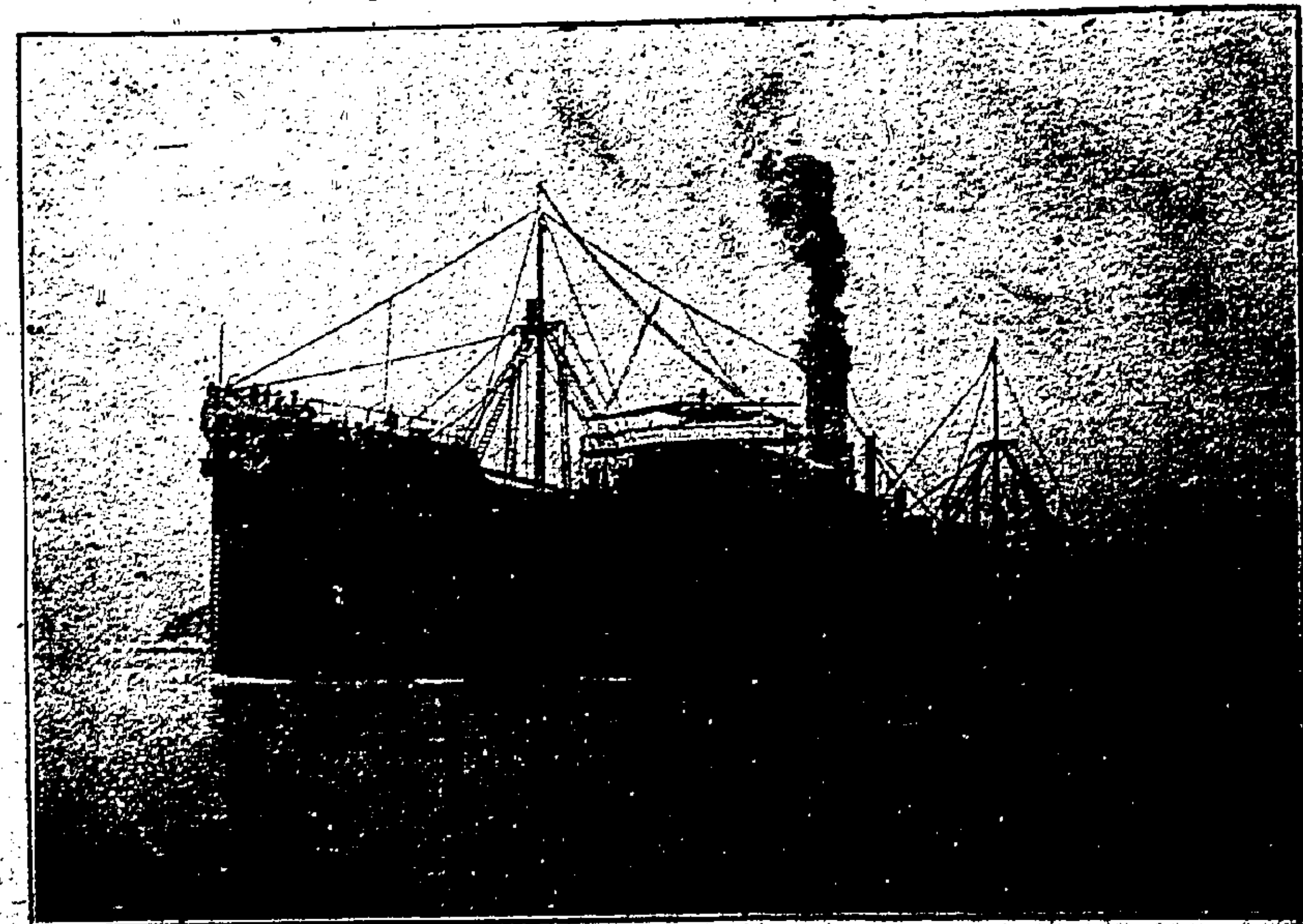
Loongsang	J. M. Co.	Dec. 12
Haiching	D. L. Co.	Dec. 12
Taming	B. & S.	Dec. 13
Taksang	J. M. Co.	Dec. 13
Teian	B. & S.	Dec. 14
Kaio M.	O. S. K.	Dec. 14
Kumsang	J. M. Co.	Dec. 14
Chipsing	J. M. Co.	Dec. 15
Japan	P. & O.	Dec. 15
Awa M.	N. Y. K.	Dec. 15
Tyilatap	C. J. L.	Dec. 16
Quinnebag	L. Co.	Dec. 16
Luchow	B. & S.	Dec. 16
Shantung	B. & S.	Dec. 16
Hwah-Wu	N. Y. K.	Dec. 16
Yatsing	J. M. Co.	Dec. 17
Gauges M.	O. S. K.	Dec. 17
Kaifong	B. & S.	Dec. 17
Chaksang	J. M. Co.	Dec. 18
Soshu M.	O. S. K.	Dec. 18
Kaifuku M.	N. Y. K.	Dec. 18
Dilwara	P. & O.	Dec. 18
Tjimanoeck	J. C. J. L.	Dec. 19
Haiching	D. L. Co.	Dec. 19
Choyang	J. M. Co.	Dec. 19
Nikko M.	N. Y. K.	Dec. 20
Hinsang	J. M. Co.	Dec. 20
Kunajiri M.	O. S. K.	Dec. 23
Kawachi M.	N. Y. K.	Dec. 23
Toyo M.	N. Y. K.	Dec. 23
Wakamatsu M.	N. Y. K.	Dec. 23
Shisen M.	O. S. K.	Dec. 31
Tjitaroen	J. C. J. L.	Jan. 2
Aki M.	N. Y. K.	Jan. 16

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

(Code Used: "A1" A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins)

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters Electricians



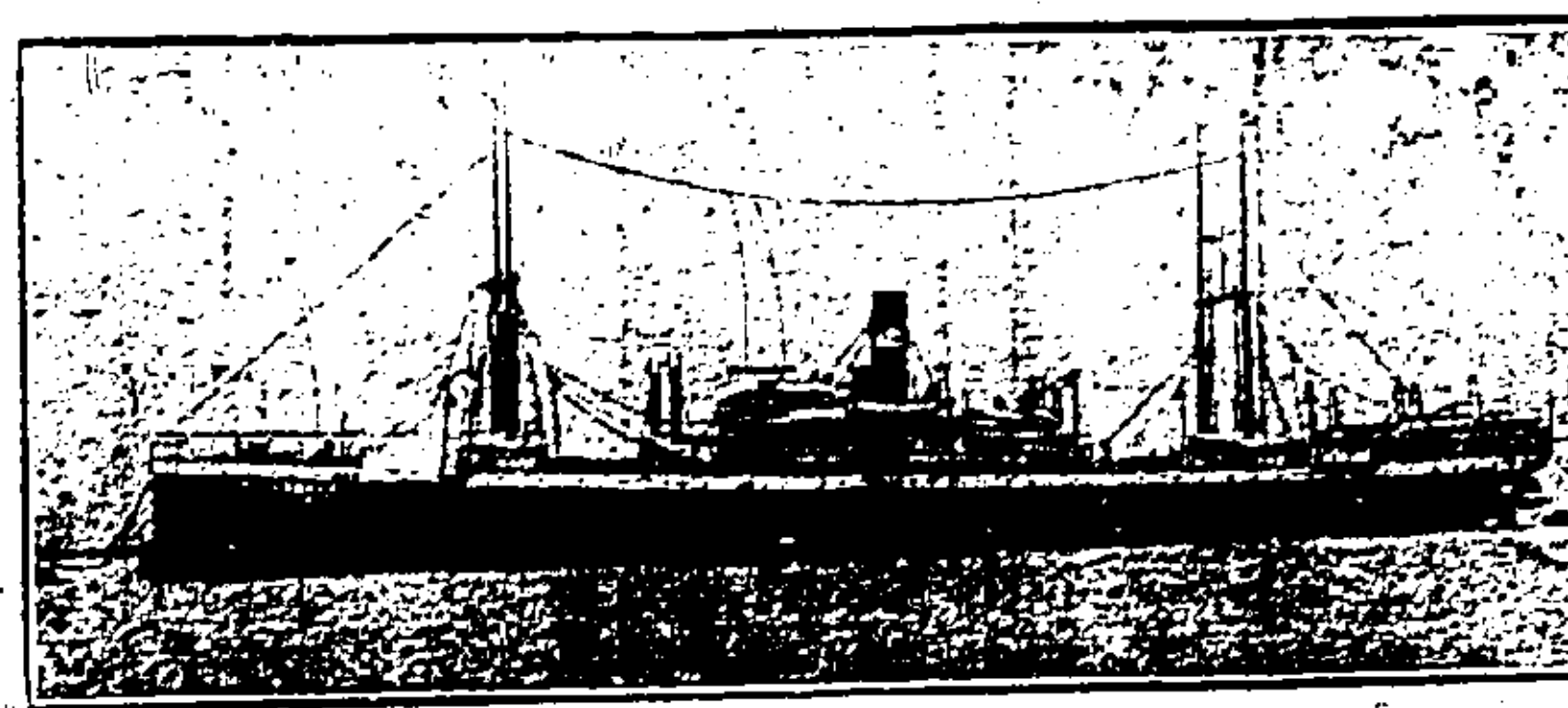
S.S. "WAR COMBER" 8,240 tons D.W.; 5,195 tons gross.

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Address Enquiries to the Chief Manager

F. M. DYER, Esq. M.I.N.A., Kowloon Dock, Hongkong.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service Between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiliboet	Java	in port		
Tjimanoeck	Java	13th Dec.	19th Dec.	Shanghai
Tjitaroem	Japan	29th Dec.	2nd Jan.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN
NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

NEW ADVERTISEMENTS.

FOR YOUR SAFETY
Watch

your
WATCHMAN,
OUR
Tell-Tale-Clock
sees all, knows all
and never sleeps!
STOCKED BY
J. ULLMANN & CO.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer
"NELEUS"

are hereby notified that the
Cargo will be discharged into
Holt's Wharf, Kowloon, where it
will lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 12th
December.

Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 18th Dec.
will be subject to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 1st
January, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1919

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

From EUROPE AND STRAITS.

THE Company's Steamship

"INABA MARU"

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 19th
December, 1919, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co's
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot
be recognised. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA,
Agents,
Hongkong, 12th December, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "TENYO MARU,"

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.

The above named Steamer
having arrived Thursday,
December, 11th.

Consignees of cargo are hereby
notified to present the Bills of
Lading for countersignature, and
take immediate delivery from
alongside steamer or the Com-
pany's Godown, where all cargo
impeding immediate discharge
will be landed at consignee's risk.
Storage will be assessed on
cargo remaining undelivered after
Wednesday, December, 19th.

All broken, chafed and damaged
packages will be landed into the
Company's Godowns, where same
will be examined on Friday,
December 19th, at 10 A.M.

No Claims will be recognised
after the goods have left the
steamer or Godown, and none will
be entertained if presented later
than three weeks after arrival of
steamer.

No Fire Insurance whatever,
will be effected.

T. DAIGO,
Manager,
Hongkong, 11th December, 1919.

PUBLIC AUCTION.

By Order of the Mortgagees
Mr. Geo. P. Lammert has

received instructions to sell by
Public Auction

on
WEDNESDAY

the 24th day of December, 1919
at 3 p.m. at his Sales Rooms
Duddell Street, Victoria,
Hongkong.

The following Leasehold prop-
erties situate at Victoria and
Kowloon, Hongkong in two Lots
Lot 1 All that piece of ground
situate at Victoria registered in
Land Office as Inland Lot No. 346
together with the messuage there-
on No. 15 Mosque Street. Term
999 years from 27th November
1849. Area 1440 square feet.
Annual Crown rent \$1.24.

Lot 2 All that piece of ground
situate at Kowloon Point regis-
tered in the Land Office as Sec-
tion N. of Kowloon Inland Lot
No. 410 together with the mess-
uage thereon No. 22 Ashley Road,
Kowloon Term 75 years from
24th June 1882. Area 1892 1/2
square feet. Proportion of
Annual Crown rent \$10.50.

For further particulars and
conditions of sale apply to

Messrs Johnson Stokes & Master,
Princo's Building, Ice House St.
Hongkong.

Solicitors for the Mortgagees

or to

Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received
instructions to sell by Public
Auction on

Saturday the 13th Dec., 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell

Street

A Selection of Cashmere and

Twoed Suit Lengths, Superior

Overcoating, Flannel, Shir-
tings etc.

Also

One Lot High Class English

Perfumes (in 2 ozs. and 4 ozs.

bottles)

One bale Superior Travelling

Rugs

Two cases Toilet Soap

One bale Union Fleece Blankets

On view from Friday the 12th

December, 1919.

Catalogues will be issued

Terms: Cash on delivery

Geo. P. LAMMERT,
Auctioneer.

HONGKONG FUND FOR
DEVASTATED FRANCEPANSY DAY
FRIDAY, 19th DECEMBER,

Street Sale of Pansies in the Morning.

GRAND MASKED
BALL

at Volunteer Headquarters, Garden Road,
at 9 p.m.

Admission \$5.00 including

LIGHT REFRESHMENTS.

Prizes will be given for the most original dominoes.

CABARET
SATURDAY, 20th DECEMBER,

at Volunteer Headquarters

TEA, TOMBOLA, THE "EVERYTHING" STALL

and the "EVERYTHING ELSE" STALL

Also continuous

VARIETY ENTERTAINMENT

including Cinema Display.

DANCING: 3 p.m. to midnight.

CABARET

"DANCE FOR FRANCE."

BANQUE INDUSTRIELLE
DE CHINE

(THE FRENCH BANK)

GRAND FRENCH LOAN WITH DRAWING.

Under the guarantee of the French Government
The Local Branch of the Banque Industrielle de Chine will
receive subscriptions for the above loan from this date to the
15th December.

FOUR MILLIARDS of francs of five per cent Bonds will
be issued free of income taxes and redeemable at Fr. 600,
within SEVENTY FIVE YEARS.

Issue price Fr495,—per Bond
Drawings will take place quarterly yielding Fr. 10,000,000,
in PRIZES yearly, the FIRST PRIZE in each being:

ONE MILLION FRANCS.

M. ROUET DE JOURNAL

MANAGER.

NOTICE.

NORTH CHINA INSURANCE
CO., LTD.

NOTICE OF REMOVAL

The Office of the above Com-
pany have this day been re-
moved to No. 3 Queen's Buildings,
(Chater Road),
Hongkong, 8th December, 1919.

NOTICE.

HONGKONG POLICE

The Hongkong Police Victory
Ball will be held at the City
Hall on Wednesday the 17th
December 1919. Dancing to com-
mence at 9 p.m.

W. HENDERSON,
Hon. Secretary
Central Police Station

G. R.
NOTICES.

Particulars and Conditions of
the letting by Public Auction
Sale, to be held on Monday,
the 1st day of December, 1919,
at 3 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the
Governor, of one Lot of Crown
Land at Conduit Road, in the
Colony of Hongkong, for a
term of 75 years, with the
option of renewal at a Crown
Rent to be fixed by the Surveyor
of His Majesty the KING, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Upset Price.
1.	N. S. E. W.				
2.	N. S. E. W.				
3.	N. S. E. W.				
4.	N. S. E. W.				
5.	N. S. E. W.				
6.	N. S. E. W.				
7.	N. S. E. W.				
8.	N. S. E. W.				
9.	N. S. E. W.				
10.	N. S. E. W.				
11.	N. S. E. W.				
12.	N. S. E. W.				
13.	N. S. E. W.				
14.	N. S. E. W.				
15.	N. S. E. W.				
16.	N. S. E. W.				
17.	N. S. E. W.				
18.	N. S. E. W.				
19.	N. S. E. W.				
20.	N. S. E. W.				
21.	N. S. E. W.				
22.	N. S. E. W.				
23.	N. S. E. W.				
24.	N. S. E. W.				
25.	N. S. E. W.				
26.	N. S. E. W.				
27.	N. S. E. W.				
28.	N. S. E. W.				
29.	N. S. E. W.				
30.	N. S. E. W.				
31.	N. S. E. W.				
32.	N. S. E. W.				
33.	N. S. E. W.				
34.	N. S. E. W.				
35.	N. S. E. W.				
36.	N. S. E. W.				
37.	N. S. E. W.				
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73.	N. S. E. W.				
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85.	N. S. E. W.				
86.	N. S. E. W.				
87.	N. S. E. W.				
88.	N. S. E. W.				
89.	N. S. E. W.				
90.	N. S. E. W.				
91.	N. S. E. W.				
92.	N. S. E. W.				
93.	N. S. E. W.				
94.	N. S. E. W.				
95.	N. S. E. W.				
96.	N. S. E. W.				
97.	N. S. E. W.				
98.	N. S. E. W.				
99.	N. S. E. W.				
100.	N. S. E. W.				

NOTICE.

CHINA BORNEO COMPANY
LIMITED.

Notice is hereby given that an
Extraordinary General Meeting
of the above Company will be
held at the Offices of Messrs.
Gibb Livingston & Co., St.
George's Buildings, Victoria in
the Colony of Hongkong on Mon-
day the 29th day of December
1919 at 11 o'clock in the forenoon
for the purpose of considering
and, if thought fit, passing the
following Resolution as an Ordina-
ry Resolution:—

1. "That the conditional agree-
ment entered into by the
Directors of the Company in
the name and on behalf of the
Company with Harrisons and
Crossfield Limited dated the
10th day of December 1919 for
the sale of the undertaking
property and assets of the
Company as existing on the
31st day of December 1918
subject to its liabilities, for the
sum of \$328,000 (Eight hundred
and twenty eight thousand
dollars) cash which has been
submitted to this meeting be
and the same is hereby ratified
and approved and that the
Directors be and they are here-
by authorised and directed to
to carry the same into effect
with full power to assent to
any modifications in the
Agreement which they may
think expedient and in the
interest of the Company"

Copies of the above mentioned
Agreement can be seen at the
Registered Office of the Company
St. George's Buildings, Chater
Road, Victoria, aforesaid or at
the offices of Messrs. Johnson
Stokes & Master, the Solicitors
to the Company, at Prince's
Building, Ice House Street,
Victoria aforesaid, at any time
before the said meeting (except
Saturdays and Sundays) between
the hours of 11 a.m. and 4 p.m.

And subject to the passing of
the above Resolution to consider
and if thought fit, to pass as an
Extraordinary Resolution the
following.

2. "That the Company be wound
up voluntarily and that Ernest
Alfred Mountford-Williams of
the Firm of Lowe Bingham
and Matthews of Chartered
Bank Building Queen's Road
Central, Victoria aforesaid be
appointed Liquidator for the
purposes of such winding up,
at such remuneration as may
be arranged between the said
Harrisons and Crossfield Lim-
ited and the Liquidator.

Should the Second Resolution be
passed by the requisite majority,
it will be submitted for confir-
mation as a Special Resolution to a
Second Extraordinary General
Meeting to be held at the above
address at twelve o'clock noon on
Tuesday the 13th day of January
1920.

By Order of the Board
(Sd.) GIBB LIVINGSTON & CO.
Agents,
Hongkong, 10th December, 1919.

NOTICE.

HONGKONG BOXING
ASSOCIATION.

President: His Excellency Sir
R. E. STUBBS, K.C.M.G.
Governor.

Vice-Presidents: H.E. Admiral
Sir ALEXANDER DUFF, H.E.
Major-General VENTRIS, C.B.,
His Honour Sir W. REES
DAVIES, K.C., Chief Justice,
Commodore GURNER, R.N.,
the Hon. Mr. J. JOHNSTONE,
Chairman: His Honour Sir W.
REES DAVIES, K.C.

Referees: H.J. GEDGE Esq. and
W. LOGAN Esq.

TOURNAMENT.

CITY HALL, SATURDAY,
December, 13th 1919,
at 9.15 p.m.

1.—Fifteen-round Contest for the
Welterweight Championship of
the Colony.

Between Sergt. SKY KERRISON,
R.N.Y.P. (Holder),
and Stoker EDDIE WALTERS,
H.M.S. Hawkins (Challeng-
er).

2.—Ten-round Middleweight Con-
test.

Between "PEGGY" EVANS,
H.M.S. Hawkins (ex-Mid-
dleweight Champion of
Mediterranean Station),
and Seaman HEWLITT, H.M.S.
Alacrity.

3.—Eight-round Featherweight
Contest.

Between Stoker NEAL, Kowloon
Torpedo Depot,
and Officer's Steward DANIELS,
H.M.S. Ambrose.

4.—Six-round Flyweight Contest.

Between Boy FLUSH, H.M.S.
Hawkins,
and Boy COLES, H.M.S.
Hawkins.

5.—Six-round Middleweight Con-
test.

Between Sergeant ROGERS, Wilt-
shire Regiment,
and Seaman WILLOUGHBY,
H.M.S. Hawkins.

6.—Six-round Lightweight Contest.

Between Private WOODWARD,
Wiltshire Regiment,
and Seaman O'SHEA, H.M.S.
Carlisle.

Admission.

Reserved Seats: Ring Side \$5

NOTICES.

1 2 9 . 3

MILES PER HOUR

ON

'SHELL'

The New British Record created by Captain

Gathergood in the recent Aerial Derby.

THE ASIATIC PETROLEUM CO., (South China) LTD.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS

THE Company's Steamship

"PENANG MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 14th December, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 7th December, 1919.

FOOTBALL.

2ND DIVISION MATCH.

The following team will represent the Hongkong Football Club 2nd XI in a Second Division Match versus the South China Athletic 2nd XI at 2.30 p.m. on Saturday, on the Military ground—McKenzie, W. Gerrard and Young; Ireland, Weyman, and Carrere; Zeverijn, Borsen, May, Meffer and Matthews.

YACHTING.

CORINTHIAN YACHT CLUB.

The first of the series of Championship Races for the Handicap and One Design class and for the Heyward Hays class was sailed on Sunday, December 7th.

The wind was very light until about 2 p.m. when a westerly wind sprang up.

Course:—Cust Rocks Buoy (S), Channel Rocks (S), Kowloon Rock (S), Lyemmun Beacon (S). Distance 10 miles. Results:—

HANDICAP AND ONE DESIGN CLASSES.

(Start 10.30 a.m.)

Yachts	Handicap	on course	Finishing time	Corrected time
Rolla	owes 6m. 40secs.	249 35	2 56 15	
Dorothy	scratch	DNS		
Ayesha	1m. 40secs.	DNF		
Aida	13m. 20secs.	3 27 42	3 14 22	
Daphne		3 27 42	3 14 22	
Haleyson		DNS		
Bonita		DNF		

Rolla, winner, gets eight points

and Daphne, second, six.

HEYWARD HAYS CLASS.

(Start at 2.35 p.m.)

Yachts	Handicap	on course	Finishing time	Corrected time
Ursula	Scratch	3 18 53	8 18 53	
Sirius	1m. 40secs.	3 21 23	3 19 43	
Dawn		3 37 24	3 35 44	
Owl		DNS		
Liza		DNS		

Ursula, first, gets six points.

Sirius, four points, and Dawn

three points.

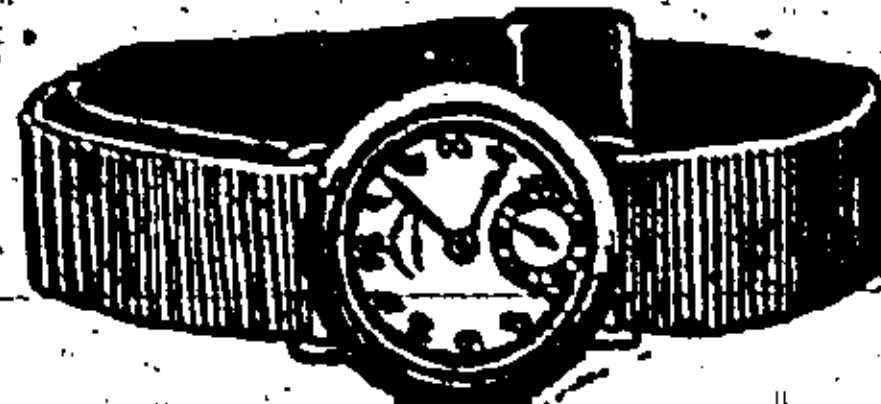


BUY USEFUL GIFTS

J. ULLMANN & CO.

FRENCH FIRM, ESTABLISHED 1860.

We sell most of our goods on the Sterling basis.



We give to our customers the advantage of the high exchange!

WATCHES--JEWELLERY--DIAMONDS

BACCARAT'S FRENCH CUTGLASS & ONLY BACCARAT'S

SILVERWARE

POPULAR PRICES

THE SINCERE COMPANY, LTD.

NEW ARRIVALS

Woollen Underwear

Travelling Rugs

Leather & Woollen Gloves

Football Stockings

Mufflers &

Over Coatings.

Tel. Nos. 1967-8.

U.S. GENERAL.

NOW IN HONGKONG.

General Charles Hitchcock Sherrill and Mrs. Sherrill arrived yesterday by the Shinyo Maru. General Sherrill is a well-known New York lawyer, and was U.S. Minister to Argentina from 1891 to 1911, when ill-health from overwork forced him to decline the Embassy to Japan and to retire from the Diplomatic Service. He resumed the practice of law, and is interested in organizing interest in politics among business men. He is the originator of a series of international inter-university track athletic matches which began with Yale versus Oxford.

General Sherrill has been in Japan for sometime, and has been writing articles for the North Atlantic Monthly and Scribner's. He leaves by the Tenyo Maru for San Francisco. He is a well-known figure in New York, and had been head of the National Guards in that city for several years. He is the author of many works.

CRICKET.

K.C.C. 2nd v. F.C.R.C. 2nd.

To be played at Causeway Bay on Saturday, at 2 p.m. The following have been selected for Kowloon:—E. J. Edwards, A. O. Brown, J. C. Fletcher, L. E. S. Hodge, W. L. Weaver, G. F. Caville, E. C. Carr, F. W. Richmond, R. H. Jewsbury, F. Lobel and N. L. H. Railton.

Just to hand: RUGS & CARPETS.

HOP CHEONG

High-class Furniture, Manufacturers, Upholsterers, House-Painters, Removal Contractors, Expert Packers, etc.

EXCHANGE.

SELLING.

T/T	5/2
Demand	5/2 1/4
30 d/s	5/2 3/8
60 d/s	5/2 1/2
4 m/s	5/2 3/8
T/T Shanghai	Nom.
T/T Singapore	220 1/4
T/T Japan	203
T/T India	224
Demand, India	224
T/T San Francisco	101
T/T Java	253
T/T Marks	Nom.
T/T France	11 49
Demand, Paris	—

BUYING.

4 m/s. L/C	5/4
4 m/s. D/P	5/4 1/4
6 m/s. L/C	5/4 3/8
30 d/s. Sydney and Melbourne	5/4 1/4
30 d/s. San Francisco & New York	102 3/4
4 m/s. Marks	Nom.
4 m/s. France	11.89
6 m/s. France	12.01
Demand, Germany	101 1/4
Demand, New York	224
T/T Bombay	224
Demand, Bombay	—
T/T Calcutta	224
Demand, Calcutta	—
Demand, Manila	213
Demand, Singapore	220 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.

NOTICE.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given that the first Ordinary General Meeting of Shareholders will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Saturday the 20th December, 1919, at 11.30 a.m. in the forenoon, for the purpose of receiving a statement of accounts and the report of the General Managers for the 14 months ending 30th September, 1919, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Monday the 15th December 1919, until Saturday the 20th December 1919, both days inclusive.

SHEWAN TOMES & CO. General Managers.
Hongkong, 5th December, 1919.

Sovereign..... 3.80 Nom.
Gold leaf per Tael... 29
Bar Silver, per oz... 75 1/2
forward..... 73 1/2

SUBSIDIARY COINS

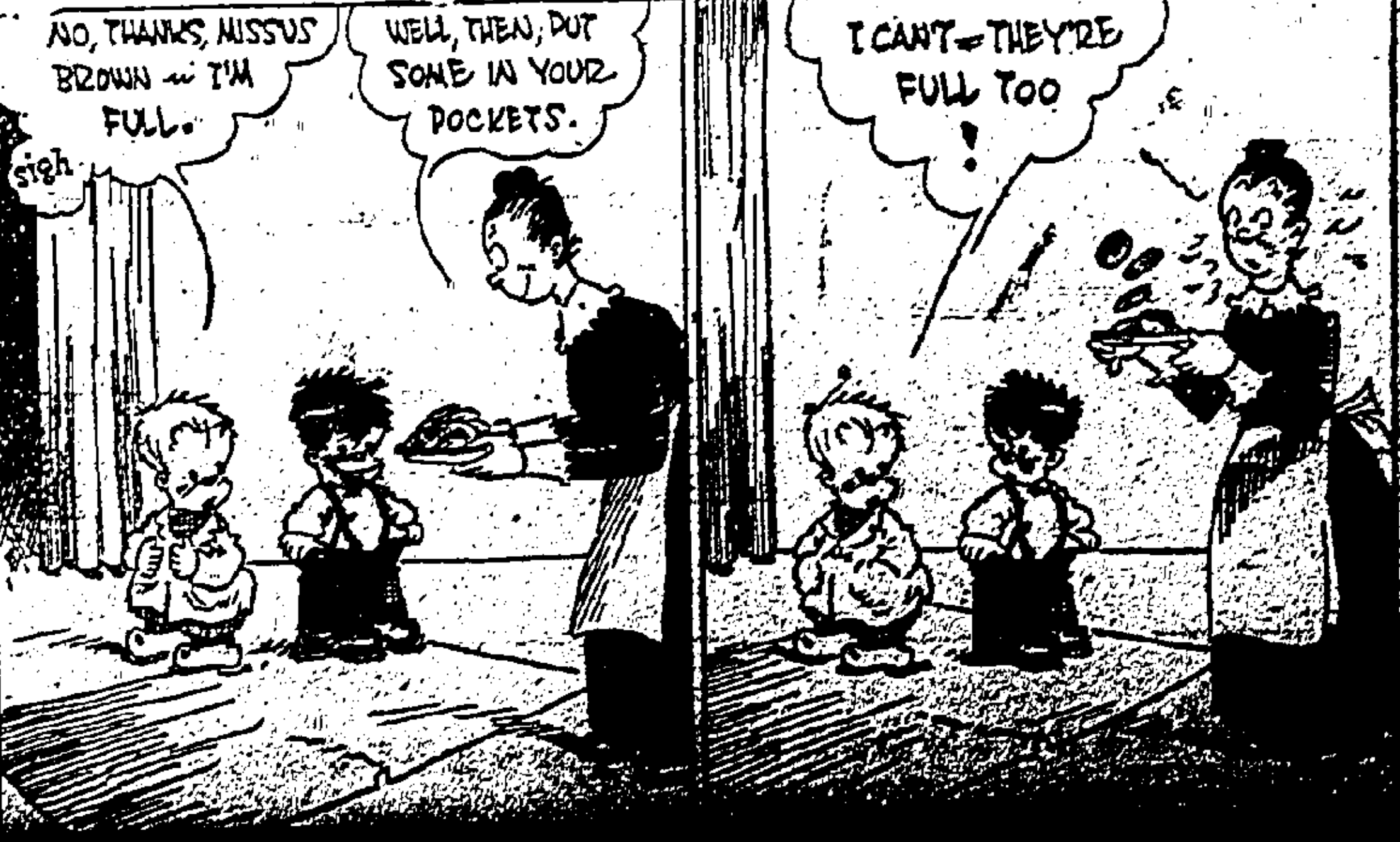
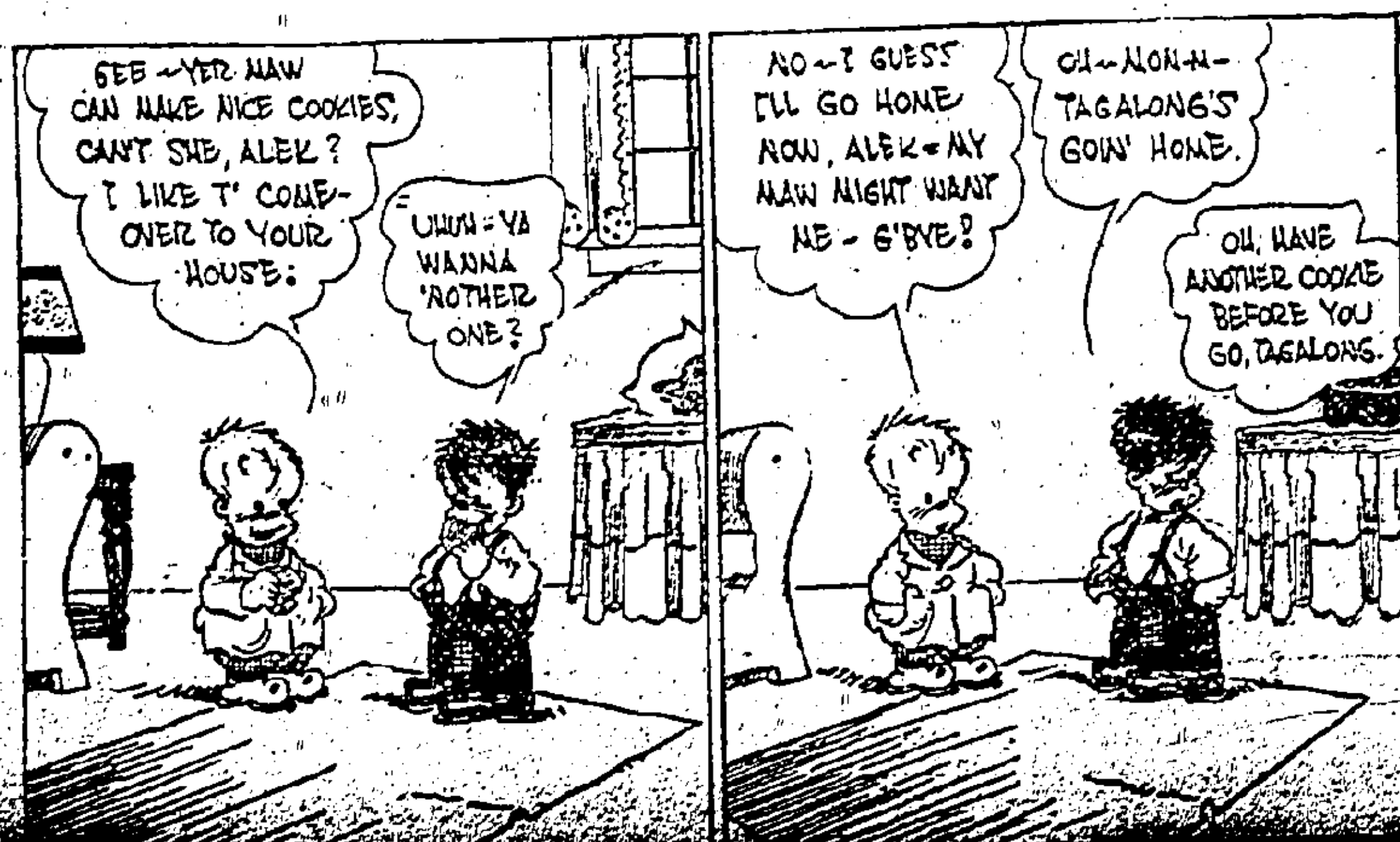
DISCOUNT PER \$100:

H'kong 50 cts pieces \$2 dis.
" 10 " " \$0.50 pm.
" 5 " " \$0.50 pm.
Canton coins " 4 pm

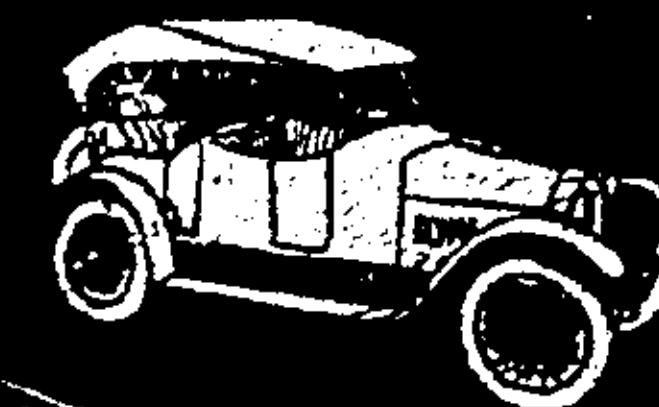
FRECKLES AND HIS FRIENDS

Tag Don't Seem To Have Any Room!

BY BLOSSER.



THE MERCURY GARAGE CO.



AT YOUR SERVICE QUALITY

Promptness Moderate Price

Our reputation has been built up on the above three essentials and we are constantly watching for improvement in order to keep up good services to our Patrons.

444, 49 & 61 Des Voeux Road, Tel. 977



Exclusive photo just arrived from Germany showing the officers of the Inter-Allied Commission in Berlin. Bottom row left to right: Col. Parker head of the American Mission, Gen. Dupont head of the French Mission, Gen. Malcolm chief of the British Mission, Gen. Bensivenga head of the Italian Mission and Gen. Monkevitz of the Russian Mission. Top row left to right: Capt. Zeneval Potosky of Russian Army, Major U.S.A. Lieut. Col. de Charey of France, Lieut. Col. Ruggeri of Italy, Lieut. Col. Tilbury British Army, Lieut. Col. Ryan of American Red Cross, Lieut. Col. McCreedy of Great Britain, Capt. Langfeldt of Germany, Capt. Toupard of France, Lieut. Lemet of the French Army and Lieut. Peroy of the Belgian Army.



The approach to the Inland Steel Works, Indiana Harbour, guarded by soldiers during the recent strike.



Brig. Gen. A. Cecil Critchley, the youngest General in the British Army.



Col. Gabrielle d'Annunzio (without hat) leader of the Italian forces occupying Fiume, as he appeared as an officer of the Italian Air Force. The famous poet and airman is here shown in conference with some of his supporters.



COMMANDER CLARK WITHERS.

A practical demonstration of what a submarine can do was given by the H-2 in the Hudson River recently before a crowd of 2,000. Lieut. Com. Clark Withers, U.S.N., was the commander of the submarine. The submersible submerged in the remarkable time of one minute and thirty seconds. While in the depths the H-2 operated her radio telegraph, being the only submarine in the world, according to Lieut. Commander Withers, fitted with radio apparatus for underwater communication.

LIFE AND SUPER-LIFE.

EXISTENCE LIGHTENED BY A WAR LESSON.

Mr. Charles Dawbarn, writes to the *Daily Chronicle*—

The desire to know that the loved one lives in spite of physical death is at the bottom of the many strange manifestations which have so disturbed and perplexed the Church Congress.

Parents crave assurance of the continuing life. The sense of separation from him upon whom they have lavished love is intolerable. Their ears are strained to catch the whispers of the other world. Some have no faith in evocations and yet see visions in the night in which the dear voice speaks. They are clutching at the skirts of immortality and thus joining Earth to Heaven. The suppression of the Ego, the sudden stoppage of all thought, the blank wall of non-existence—that seems to them inconceivable in their exalted state. Life must go on; thought is indestructible. The torch once lighted at the altar must be borne onwards in the night. What matter if the bearer drops? Younger hands will hold the light.

Thus is born the feeling of living in two worlds. The next is formed partly of things real and partly of things imagined: the vision and the marrow of our life to-day.

The Premier sees a new life from which are banished penury and greed. No more sweating, no more slums, and each animated by a love for others. The common citizen seeks more vaguely, perhaps, for his soul's desire. He

cannot put labels to the things he wants: they are shapes rather than substance.

Labour, more definite, clamours for the new world now. It would pull down the glittering peaks to the plain level of every day. It seeks an eternal city of justice and fair play. Fair play is the cry of Mr. Henderson as of Mr. Smillie. Their programme lies in a region half way between Utopia and the solid earth. It is a blend of vision with hard-headedness; it stretches from the River of Life to the Sunrise. It pre-supposes a world purged of commercial dross and yet wholly prosperous. Each seeks the common good and personal profit is reduced to the minimum. Though buttressed by experience, this double-life reposes largely on the unsubstantial; yet are pioneers already staking out existence along the shadowy heights.

The England-to-be belongs to our sons; it is a heritage which we shall not enjoy. Yet it is a link with immortality, the renewal of our lease of life.

Childless couples long for the first time for the laughter of little people. Self-centred existence has begun to pall. The hearth seems lonely. This is the call towards the life that transcends the common span and pierces, however little, the wide spaces of eternity. It is immortality, they seek, wrapped in the love of children. It is human and yet divine, for true parenthood implies unselfishness. The essence of the mothers' office is service to her child. Thus is implanted the priceless seed of sacrifice.

From self-sacrifice springs sympathy with others. The war has widened sympathy, for self-suffering implies a suffering with others. Of this sympathy is born

comprehension of common griefs. One grows to understand the point of view of Labour, of ex-Servicemen who endure the slings of fortune. Ministering to sorrow, in a spirit of forgetfulness of self, leaves no room for littleness. Our own life extends to others, forming a living chain of souls stretching to infinity.

Children are symbols of the times to be, for their hold on life past is fragile and precarious end may soon cease. Their forward-looking eyes are unblurred with disappointment; their hopes are ardent and creative. Cradled in longings of mature mankind, their hands reach forth to shadowy clusters beyond our ken, into starry space. They behold the new order, the new worlds hardening out of prayer rising like vapour from the ground. The vision of the father becomes the

reality of the child. Where the rainbow ends is solid under his feet.

We are working towards the happiness of all beneath the tented sky. The miracle of today becomes a real and solid thing. Reform takes various shapes. Profiteers lower their pirate flags. More children are born into a better world. Labour justifies its name even if it moves grumblingly towards the millennium. It has caught a glimpse of the Beyond, and is buoyed by the thought that "the best is yet to be."

Thus is common life stayed with Hope—that bright messenger from Mars, who is our contact with the other world. Thus spiritualism, thus suffering and sympathy, thus service and children—even the clamour of the market-place—are signposts along the path of immortality.

BREVITIES.

Queensland, Australia, contains 670,500 square miles and has only 650,000 inhabitants.

A German firm has been commissioned to build 300 concrete houses at Laon.

Those who have been able to catch sight of shells passing through the air have described them as appearing "like long lead pencils with indistinct blurred edges."

Britain is building the largest dirigible in the world. It will carry six airplanes for its own protection and use—airial lifeboats, as it were.

Welfare workers among the American Indians complain that the drug habit is making alarming inroads among the redmen, and that no congressional enactment exists to curtail it.

Over twice as many divorces are granted to wives as are granted to husbands.

In 20 years, 7,700,000 automobiles have been produced in the United States, but there are still 21,534,000 horses in the country and 4,925,000 mules.

COALFIELD ROMANCE.

A romance of the South Wales coalfield is disclosed by the appointment of Mr. John Kane as general manager of the whole of the colliery undertakings of the associated concerns of the United National Collieries, Ltd., of Messrs. Burnyeat, Brown and Co., with annual output of three million tons. Mr. Kane is a native of the Rhondda Valley, and commenced life as a pit boy. Through his own perseverance he has now been appointed to one of the highest positions in the coalfield.

DOINGS OF THE DUFFS

Tom is a Very Severe Father.

BY ALLMAN.

